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DOT HS-802 026

NATIONAL PARTS RETURN PROGRAM
Volume II Technical Report

Contract No. DOT-HS-5-01166
September 1976
Final Report

PREPARED FOR
U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
Washington, D.C. 20590

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16. Abstract

The National Parts Return Program involves the voluntary submittal by independent automative Repair shops of failed automotive components. The purpose of this program is to gather information on these components to assist the NHTSA to identify the existence of safety-related, manufacturing defects in design, materials, construction, on performance of motor vehicles and motor vehicle equipment. Under authority of the National Traffic and Motor Vehicle Safety Act of 1966, and amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists. In addition, the information obtained from these parts is also valuable in preparing Federal Motor Vehicle Safety Standards.

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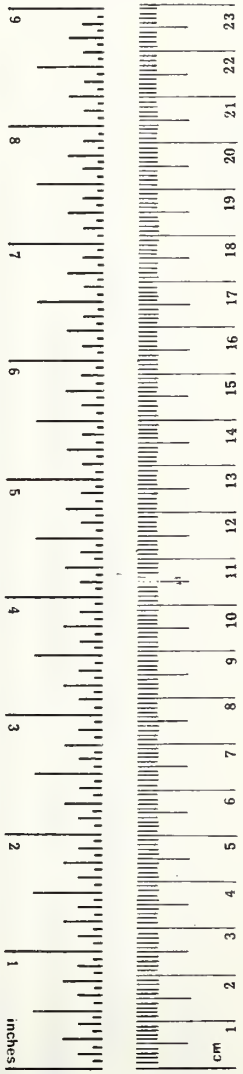
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

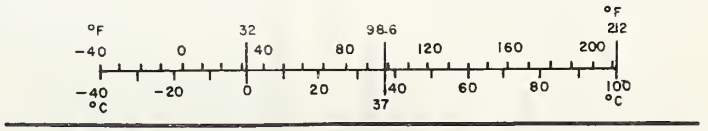
Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
	AREA			
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
	MASS (weight)			
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
	VOLUME			
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
	TEMPERATURE (exact)			
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures. Price $2.25, SD Catalog No. C13.10:286.



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
	LENGTH			
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
	AREA			
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
	MASS (weight)			
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
	VOLUME			
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
	TEMPERATURE (exact)			
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



VOLUME II
TECHNICAL REPORT

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VOLUME II

TECHNICAL REPORT

SECTION 1

PARTS RETURN PROGRAM OPERATIONS

1 July 1975 through 30 June 1976

1.0 General

Upon assuming the responsibility for operation of the PRP on 1 July 1975 certain tasks were identified as priority items. These included:

- Separately identify active participants from inactive participants. We established the criteria to distinguish between active and inactive by stating that any shop which contributed a failed part in the previous year would be considered active. The purpose of this analysis was to provide us with an indication as to the level of activity we were assuming.
- Establishing a more concise and easily used unique shop coding scheme.
- Defining the computer related data file design for both the automated mailing label system and ODI Data Information System PRP records.
- Re-evaluating the current newsletter and designing a layout which would attract new shop participation.
- Assessing our inventory of mailbags on hand and establishing procedures to obtain as many as possible already in the hands of PRP enrollees. We decided that it was imperative that active participants be resupplied with new KSI addressed mailbags first.
- Making final selection of our PRP Regional Representatives in strategic geographic locations.
- Securing a failed parts storage facility which was in close proximity to our Arlington, Virginia offices.

- Developing, preparing, then reproducing required materials such as a) PRP letterhead, b) failed part bags, c) form acknowledgement letters, d) failed component sheets, e) PRP HS-10 forms, f) and new Certificates of Participation.

1.1 Monthly Letter Type Progress Reports

Our contract did not require the submittal of monthly progress reports, however, we felt that this type of project status reporting mechanism would be beneficial to the NHTSA in several ways. First, it highlights accomplishments over the preceding reporting period, second, it can identify potential problem areas and therefore, corrective action can be initiated promptly, and third, these reports become a historical reference and record of project development and performance.

We proposed in July 1975 to replace the required three oral briefings outlined in our contract with these twelve monthly letter progress reports and our proposal was accepted by the NHTSA. The format of the progress report was designed to provide the following information:

- Accomplishments made during the reporting period.
- Funds committed during the reporting period.
- What is planned for accomplishment during the next reporting period.
- Items of timely interest including results, trends, etc.
- Problems or delays experienced and recommendations for solutions.
- Specific action required by the ODI to alleviate a problem.
- Summaries of Parts Received including Failed Data Sheets.

Copies of delivered progress reports are retained by the Office of Defects Investigation and the Office of Contracts and Procurement of the NHTSA.

1.2 New Shop Enlistment Plan

Our approach to new shop enrollment was to follow the guidelines established by the NHTSA and to solicit new enrollees via the telephone. Our unique approach, however, was to identify one key PRP Regional Representative in each of 10 geographic regions established by KSI.

The rationale for state assignments within regions was based primarily on the first character of the zip code. This scheme interfaced nicely with the scheme

developed for the new shop identification numbers (see Section 1.3). There was one exception to this scheme, however, and that was the state of New Jersey. The first character of the zip code for New Jersey is Ø, however, for convenience we grouped this state in Region 1.

The regions we established and the locations of our initial PRP Regional Representatives are indicated in Figure 1. In total, five new shop enrollment campaigns were conducted. These enrollment campaigns were conducted in Regions 1, 2A, 5, 8, and 9. Each Regional Representative was briefed on conducting the enrollment campaign and the background of the PRP prior to commencing their contacts. In most campaigns automotive repair shop names and telephone numbers were taken from the yellow pages of the local telephone books.

Each Regional Representative was sent a separate list of existing active and inactive PRP enrollees in their region. This procedure eliminated the possibility of contacting a shop already enrolled in the program.

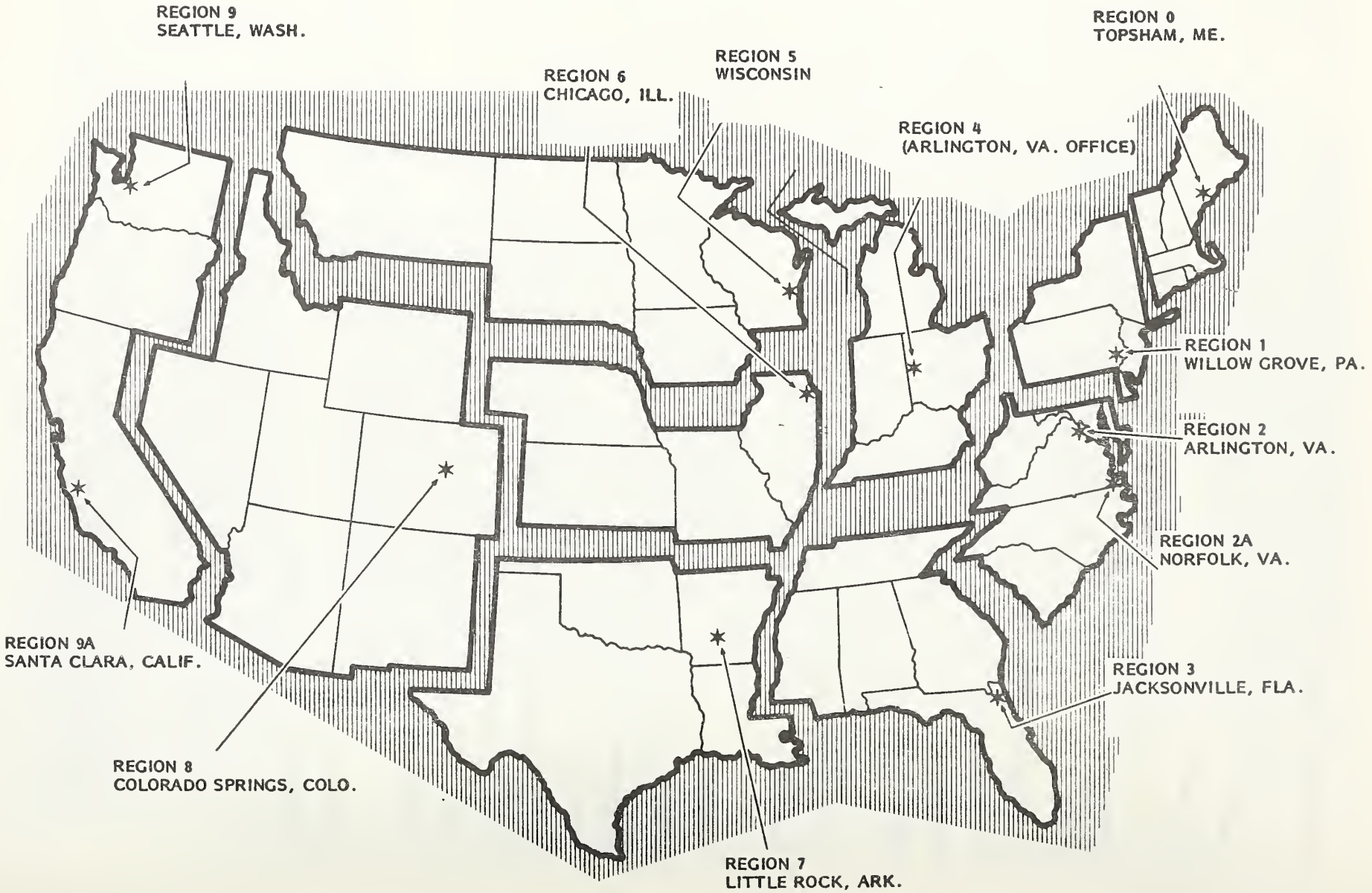
In most regions, the Regional Representative was instructed to telephone contact all shops from their inactive lists as a follow-up procedure. Green questionnaires were filled out and sent back to our Arlington, Virginia offices for review. A large number of these telephone contacts resulted in deletion of the shop from the program due to non-interest, out of business, etc. A relatively small number of those shops contacted via this method became active participants. We believe the reason for this high deletion rate was that these shops had been PRP enrollees for quite sometime (2 years or more) and had never actively participated. The probability that they would become active participants at this time was very low.

We found, on the average, that approximately 80% of those shops contacted by telephone agreed to enroll in the program. A total of 402 new shops were enlisted during the contract period.

In order to evaluate different follow-up procedures for new shops which had recently enrolled in the program, we initiated two different approaches. These different approaches were tested in Seattle, Washington and Norfolk, Virginia. In Seattle, after a period of 30 days we sent each new shop which had not sent in a part a stern letter suggesting that the shop might be asked to withdraw from the program if they did not contribute failed parts in the near future. In Norfolk, we had the Regional Representative

Figure 1

NATIONAL PARTS RETURN PROGRAM REGIONAL OFFICES



telephone each shop after a period of 30 days had elapsed. Each approach had basically the same good result.

As each new shop was enrolled into the program a "Shop Questionnaire" was completed and sent to the Arlington office. A copy of the questionnaire is presented in Attachment 1. Once screened and accepted at our Arlington office by key staff personnel, the new shop was sent a "shop kit" (a description of the shop kit is provided in following sections of this report).

Current PRP geographic enrollment distribution is depicted in Figure 2 as of 30 April 1976. For the months of May and June 1976, recently completed enrollment campaigns in the western regions will increase their total enrollment by approximately 100 enrollees.

1.3 New Shop Identification Numbers

The development of the current shop identification number coding scheme was predicated on our desire to associate the assigned PRP regions with a shop number readily identified within a specific region. Similarly, we were interested in identifying the state and local geographic area of the shop. For this reason, we decided that the best choice of unique shop identification numbers would be an eight character code number, the first five of which would be their zip code and the last three a numerical sequence number for that state.

The five character zip code identifies the exact geographic location of the shop and the three sequential numeric characters identify the unique record of that shop within the state. These last three characters uniquely identify each shop from all other shops located in the same city, etc.

A major task was encountered when the new scheme was accepted by the NHTSA and we proceeded to reassign new shop identification numbers to over 1800 existing shops. Once the numbers had been assigned, state by state, the names and addresses of these shops along with the new identification numbers were released to our computer data preparation section.

Our existing operational procedures require that a log of the highest sequential number assigned in each state be maintained daily. As new shops are enrolled, the last task accomplished after screening their questionnaire is the assignment of their unique identification number.

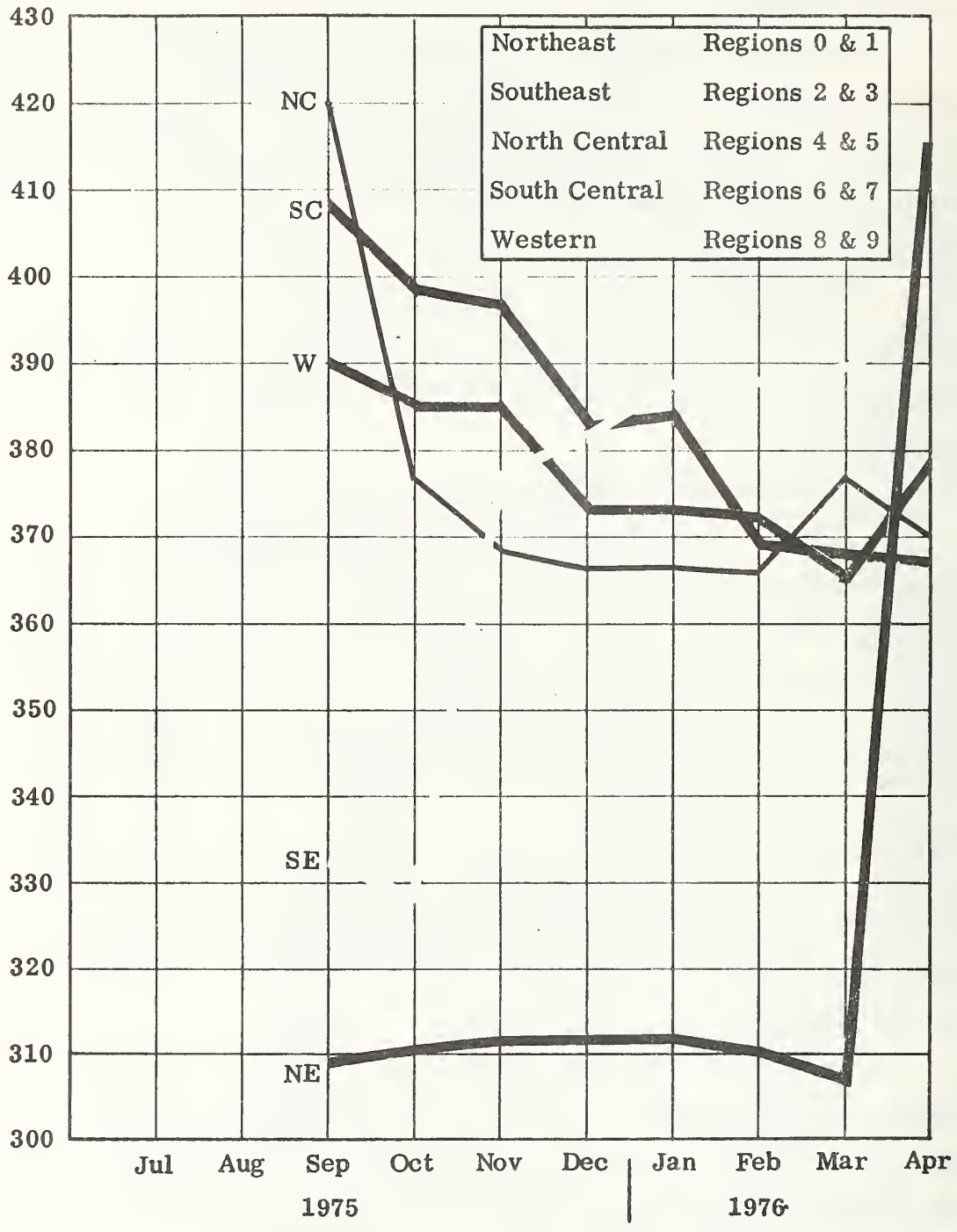


Figure 2
TOTAL PARTICIPANTS BY AREA

1.4 Automated Mailing List System

In order to expedite the preparation of a large volume of labels in use for addressing the newsletter and the Defect Investigatory Cases Report and to provide a tool for the maintenance of records, KSI developed and implemented the automated PRP mailing list system.

The shop identification file from which the mailing label system operates currently consists of 1077 addresses. The data entry format is as follows:

Columns Card 1	Field Description
1- 6	Unique Record #
7-22	First Name
23-38	Last Name
39-70	Title
71-78	Unused
79	Card #1
80	Action Code: A = Add M = Modify D = Delete

Card 2

1- 6	Unique Record # (Dup card 1, columns 1-6)
7-38	Shop Name
39-47	Shop ID#
48-64	Unused
65-70	Date of Enrollment
71-78	Unused
79	Card #2
80	Action Code: A = Add M = Modify D = Delete

Card 3

1- 6	Unique Record # (Dup card 1, columns 1-6)
7-38	Mailing Address
39-54	City
55-56	State
57-61	Zip Code
62-64	Area Code
65-71	Telephone Number

Columns Card (cont)	Field Description
72	Enter "A" to designate Active Participant
73-78	Unused
79	Card #3
80	Action Code: A = Add M = Modify D = Delete

This system provides several PRP monitoring functions as well as producing name and address labels. These additional functions include recording the mailbag numbers written on the mailbags sent to a specific shop and identifying active participants from inactive participants. Once each month, this file is updated and new listings of both inactive and active participant records are produced. As developments occur during the month they are entered manually on the listings until such time as the next data file updating takes place.

The current system is operated on a Datapoint 2200 mini-computer located in our Arlington offices. The operating programs are written in Databus and the data resides on a disk.

1.5 Preparation of the PRP Newsletter

The backbone of the PRP in terms of maintaining two way communications with over 2000 enrollees, is through the preparation and distribution of the newsletter. This single document is responsible for the increase of active participation in the program. Although there are other documents such as the Investigatory Cases Report which, when distributed to the enrollees has an impact on participation, the distribution of the newsletter on schedule and in its present format is the single highest source of motivation to PRP members in terms of obtaining failed parts.

We recognized this fact early in the contract year and immediately decided to prepare and distribute a newsletter tailored more to capturing new shop participants. Our concern has been to develop a document which would appeal to shops which were interested in furthering highway safety.

We felt that by publishing articles particularly tailored to special interests of individual shops, listing by name each shop who contributed a part, and providing a histogram type of chart matching active participants against inactive participants by

region, special enthusiasm and interest could be developed. We are convinced this approach works as 144 new active shops were brought into the program last year as opposed to 46 the year before.

We also felt that by providing information on what the NHTSA was accomplishing in the area of defects investigations and initiation of recall campaigns was extremely important. We believe the shops need to have some insight into the purpose of the program, what their failed parts might be used for and what has happened in the past. We therefore concentrated on articles describing current recall campaigns, completed investigations, and interesting statistical articles taken from such publications as the National Highway Safety Needs Report, a report by the Secretary of Transportation to the United State Congress dated April 1976 and a NHTSA publication, Traffic 74. We have encouraged members to respond directly to the newsletter by creating a "forum" in our article ' Items of Interest'. Selected comments from members are published and information on particular problems is often specifically requested. We believe this feature has been instrumental in developing and maintaining interest in the program as the volume of telephone calls and letters related to these articles has increased over the contract period.

The procedures for monthly newsletter preparation required that we supply the NHTSA Contract Technical Manager (CTM) with a draft copy of a specific newsletter the last week of the month covered. The draft is approved and returned to KSI by the following week. Rework as required takes place during this time and the final draft of the newsletter is sent to our graphics section at the end of the first week of the following month. Our reproduction facility receives the approved copy early in the second week of the following month. Since we had preprinted PRP 'masks' for the front page, reproduction amounted to making a reproducible plate of any photographs to be used and offset printing of the newsletter. Originally, 2000 newsletters were printed. Upon completion of our last enrollment campaign this number was increased to 2300 (April 1976). The overall time period for initial preparation to distribution of the newsletter takes approximately three weeks. Our target for distribution is the 15th of the month following the month reported on.

1.6 Readdressing Old GEC Mailbags

Shortly after 1 July 1975 (the start of this contract period) 600 mailbags plus

other assorted materials were received from General Environment Corporation. We felt it was imperative to readdress these mailbags and send them to our estimated 191 active participants as quickly as possible to prevent any decrease in program continuity resulting from a switch in support contractors.

In the meantime, two letters were prepared and signed by the Director of the Office of Defects Investigation. Each letter introduced KSI as the new contractor succeeding GEC. The first letter was sent to our 191 active participants (see Attachment 2) and the second was sent to approximately 1667 inactive participants.

Prior to purchasing new bags, the program operations were based on first, maintaining continuity with our 191 active participants and second, securing mailbags that had been previously distributed to the 1667 inactive participants. The records maintenance and extensive communication required to try and obtain these mailbags from the inactive shops were difficult and expensive. This problem resulted from the previous requirement to supply each enrolled shop with at least three mailbags (this contract period initially required five mailbags be sent to active shops and two mailbags to new enrollees).

At the time we assumed program responsibility we estimated that there were approximately 5000 mailbags in the hands of the PRP enrollees. Even with our extensive efforts to secure these bags for the program, we were only successful in obtaining approximately 800 mailbags.

In the interim, the NHTSA Contract Technical Manager issued instructions to the local post office involved in the previous contract asking their assistance in forwarding mailbags to KSI (see Attachment 3). This was a great help and allowed program operations to continue on an otherwise critical situation.

All 600 mailbags received from GEC initially were readdressed via a silk screening and painting procedure. This was accomplished within two weeks after receipt. Contacts with the U. S. Post Office Department were necessary prior to our producing the template in order to obtain approval. Once this approval was obtained the actual silk screening process proved very efficient and successful.

A new order for 2500 mailbags was placed in February 1976 and received in March 1976.

1.7 Required Materials

Numerous letters, mostly form letters have been prepared over the period of this contract. All of which are contained in our individual monthly progress reports. Certain items however, need to be discussed in this report.

1.7.1 Failed Part Tags and Failed Data Sheets

The failed part tags are utilized by the shop to identify the failed part and vehicle at the time they send in the part. Omission of owner name and address and failure to use the protective plastic covers supplied was an initial recurrence. The failed data sheets were used by our analysts at KSI to record and expand pertinent information on the failed part. Photographs or other information were attached to these documents.

No major changes to the layout or format were incorporated into these documents. A few fields of information were rearranged and expanded.

1.7.2 The PRP HS-10 Form

A complete revision of this form was required for two basic reasons. First, data fields being used on the form were restricted and currently being used by the computer software to record the file update date. This meant that all data recorded in these fields was subsequently lost at the time of file updating. Secondly, an expansion of the PRP file was required to include other data fields proposed and accepted by the ODI CTM.

The format of the PRP File within the ODI DIS Vehicle Owner File is as follows:

Columns Card A1	Field Description
1- 6	Unique PRP #
7-18	Part owner's last name
19-30	Part owner's first name & middle initial
31-40	Part owner's city
41-42	Part owner's state
43-47	Part owner's zip code
48-53	Date part received
54-72	Space is unusable
73-75	Initials of coder
76-77	Source ID "PR"
78-79	Group ID "A" Sequence "1"

Columns Card A1 (cont)	Field Description
80	Action Code: A = Add M = Modify D = Delete

Card A2

1- 6	Unique PRP # (Dup card A1, columns 1-6)
7-15	Shop ID number
16-25	Part owner's telephone number (if available)
26-33	Unused
34-63	Part owner's street address
64-77	Space is unusable
78-79	Group ID "A" Sequence "2"
80	Action Code: A = Add M = Modify D = Delete

Card B1

1- 6	Unique PRP # (Dup card A1, columns 1-6)
7-11	Manufacturer/make/model code
12-13	Vehicle model year
14-15	Vehicle category
16-17	Body style
18-33	Vehicle identification number
34-36	Cubic inch displacement (CID)
37-39	Horsepower
40-45	Vehicle mileage at failure
46-51	Date part removed from vehicle
52	Vehicle "N" (New) or "U" (Used)
53-68	Other vehicle model names
69-70	Source "PR"
71	Failure type - check code
72	Property damage - check code
73	Environmental conditions - check code
74	Driving conditions
75-77	Monitored by
78-79	Group ID "B" Sequence "1"
80	Action Code: A = Add M = Modify D = Delete

Columns Card B2		Field Description
1- 6		Unique PRP # (Dup card A1, columns 1-6)
7-11		Component classification code
12-13		Component location - check codes
14-15		Failure/fault code
16-43		Component part no. - Left justify
44		Original (O) equipment or Replacement (R) Market
45-50		Component mileage at failure
51-59		Inventory Control "Bin" #
	51-53	Bin location, i.e., 100, 110, 120, etc
	54-55	Number of part within bin, i.e., 09 = ninth part in bin
	56-59	Alpha description of part location: DOT1 ODI Office DOT2 ODI Storage DOT3 ODI Testing INV1 KSI Storage DISP Disposed
60-61		Number of failure occurrences
62-65		Federal Motor Vehicle Safety Standard-check applicable list
66		Hazard category - check codes
67		Accident? "Y" = Yes
68-69		Number of injuries - Right justify
70-71		Number of fatalities - Right justify
72-77		Number of parts received from shop - Right justify - zero fill
78-79		Group ID "B" Sequence "2"
80		Action Code: A = Add M = Modify D = Delete

Card B3	
1- 6	Unique PRP # (dup card A1, columns 1-6)
7-76	Comments - failure description
77	Unusable
78-79	Group ID "B" Sequence "3"
80	Action Code: A = Add M = Modify D = Delete

Columns Card B4	Field Description
1- 6	Unique PRP # (Dup card A1, columns 1-6)
7-14	Special report number
15-77	Unusable
78-79	Group ID "B" Sequence "4"
80	Action Code: A = Add M = Modify D = Delete

1.7.3 Certificate of Participation

Each shop which contributes at least one failed part to the PRP receives two framed certificates. Since these certificates were the only visible reward to a shop for their time and effort, we felt that the existing certificate required some rework.

The current certificate $8\frac{1}{2}$" x 11" is printed on parchment paper and is in two colors - red and black. Attachment 4 is a copy.

SECTION 2

SPECIFIC PRP PROCEDURES

2.0 General

The operation of the Parts Return Program required that certain procedures be carried out routinely and on a daily basis, others on an intermittant basis, and some only on occasion. The processing of returned parts occurred daily, the processing of new enrolled shops was a function performed only during enrollment campaigns, and the function of contacting other interested automotive associations for support was on a periodic basis.

2.1 Processing of New Enrolled Shops

After contact by our Regional Representatives and completion of the shop questionnaire, the new shop name and address were added to all necessary records and the materials required for participation were forwarded to the shop.

2.1.1 Preparation of Required Shop Materials

Prior to enrolling new shops in the program all printed materials were produced. These items were then assembled into shop kits. Each shop kit contained:

- An introductory letter
- One (1) mailbag for returning parts. Each mailbag was pre-addressed and postage-free. In addition, each bag was assigned a bag identification number.
- Five (5) Part Tags, for part identification. Each tag carried the unique shop identification number.
- Five (5) plastic zip-lock envelopes for protection of part tags.
- Copies of previous PRP newsletters and Defects Investigatory Cases Report publications.
- Instructions on completing the failed part tag, and requests to place the tag in the protective cover.
- One page flyers requesting specific parts.

- Any other PRP promotional material available such as copies of articles published by the Automotive Service Council, the National Association of Trade and Technical Schools, or the American Automobile Association.

2.1.2 Processing Steps

The following is a list of the steps performed in sequence for processing a newly enrolled shop.

1) A shop is contacted by our Regional Representative (usually by telephone) to participate in the Parts Return Program. When the shop agrees to enroll in the program a Shop Questionnaire is completed by the Regional Representative and forwarded to our Washington offices. After screening of the questionnaire, a unique shop ID number is assigned to the shop.
2) The name and address of the shop are added to the Parts Return Program automated mailing list as an inactive participant.
3) The appropriate Shop Identification Number is stamped on the failed part tags and the mailbag ID number is entered into the automated shop file records.
4) The Shop Kit is mailed to the shop.
5) The Shop Questionnaire is filed in the three ring binder with the shop ID number written in the upper right hand corner.

2.2 Processing of Failed Component or Information Received

The following is a list of steps performed in processing the PRP inputs received.

Steps in Parts Processing

a) Mailbags, letters, or telephone calls are received daily.
b) The identification number recorded on the failed part tags is checked against the shop ID file listings to determine the shop that returned the part. Also the ID number on the mailbag is checked against the same file for shop verification.

c) All information pertaining to the shop is recorded in the daily log. This assures that there is a record of every part received. Letters or telephone calls are also recorded in the log.

d) Each entry on the daily log is checked against the shop file records to determine the status of the shop, i.e., active or inactive. If the shop is inactive, their name is forwarded to graphics where a certificate of participation is prepared.

e) An acknowledgement letter confirming receipt of the parts is mailed to the shop. Mailbags replacing those returned are mailed to this shop. Numbers of returned bags are deleted from the automated mailing list and the new bag numbers are recorded.

f) The parts are returned to their mailbags and sent to the storage facility for further processing.

g) At the storage facility the parts are inspected and a failed data sheet completed for each part. A unique PRP number is assigned and a log showing the month assigned and bin number is completed. The completed failed data sheets are then sent to our data transcription section where HS-10 forms are prepared in accordance with the instructions specified in the ODI/DIS operations manual.

h) A copy of the HS-10 form is forwarded to our keypunch section where computer input decks are prepared. The input is read into the vehicle owner letter file from which monthly computer generated reports are prepared.

i) After the computer files have been satisfactorily updated, the completed failed data sheet and completed HS-10 form are submitted to the ODI CTM at the end of each month along with the progress report.

j) If the failure is unique, or of special interest, a photograph is taken for use in the newsletter.

k) Failed parts are stored in bins in the storage facility randomly. The bin # is recorded on the HS-10 form and added to the computer record. At any time this record can be retrieved and a location

of the part provided. Likewise, summaries can be automatically produced which list identical components. These features of the automated system make it unnecessary that similar components be physically grouped together in the storage facility.

l) Mailbags are sent to the laundry as required.

2.3 Monthly Report of Failed Parts Received

After the HS-10 forms have been keypunched for each part received, the card decks are used to provide updates to the ODI Data Information System Vehicle Owner Letter File. Each input record is uniquely identified by encoding a "P" as the first character of the ODI # field. This P distinguishes these records as belonging to the PRP. The remaining five character positions are filled with a sequential numeric value. This procedure provides that within the Vehicle Owner Letter File each recorded failed part has a unique record identification.

Monthly retrieval of these records from the information system in a format approved by the NHTSA CTM provides a detailed report of the failed parts for the month. Present capabilities provide that these monthly reports can be sorted by PRP #, unique shop code #, or component classification code. In other words, we can sort these reports to provide any of the following information.

- A listing by sequential PRP #s (a historical record)
- A listing grouping all of the records from the same shop together-this information tells us how many parts have been received from any one shop, state or region.
- A listing grouping all of the records of identical components-this information tells us how many identical parts we have received.

A copy of this report is Attachment 5. Note that this report is by PRP #.

2.4 Shop Discontinuance

As indicated previously in this final report we did not delete inactive shops from the PRP based upon a pre-established set of criteria, i.e., 12 months time limit to send in a part, etc. We did, however, initiate written and telephone follow-up campaigns to shops considered to be old inactive and to shops who were newly enrolled into the program. We found that the results of these follow-up campaigns were very beneficial to program operations. Previous experience in operating the PRP indicated that

an average of 12 months was needed from the time a shop was enrolled into the program to the time that shop submitted the first failed part. Our experience is presented in the table below which depicts averages from receipt of the last part in months. Note the reduction in time following either a written or telephone follow-up campaign.

	Ave. # of mos. between date of enrollment & date of 1st part	# of shops	Ave. # of mos. from date of last phone contact & date of 1st part received	# of shops contacted	Ave. # of mos. including post card campaigns as a contact	# of shops affected
Region 0	31.5	8	4.6	5	4.0	1
Region 1	24.1	13	3.0	6	-	0
Region 2	17.0	12	2.3	6	-	0
Region 3	24.2	6	1.0	1	-	0
Region 4	22.0	5	4.2	4	-	0
Region 5	18.6	6	4.6	3	4.0	1
Region 6	20.0	4	2.0	1	-	0
Region 7	18.6	5	-	0	2.0	1
Region 8	26.1	10	3.3	6	-	0
Region 9	13.8	15	2.8	7	-	0
Totals & Averages	21.6	84	3.1	39	3.3	3

2.5 Shop Participation

A total of 232 individual shops contributed 942 failed parts to the program during this contract period. These figures represent, on the average, a yield of 4.06 parts from each shop. Of these 232 active program participants 144 were new KSI active shops and 88 were repetitive shops from the previous contract year. Of the 144 new KSI active shops 31 were enrolled by KSI and 113 enrolled by the previous contractor.

There were 402 new enrollees enlisted into the PRP during this contract period. Of these new enrollees 31 or 8% became active participants. It is apparent that this figure is not satisfactory and should be increased, to at least 20%. It is also apparent that more stringent screening on the part of the Regional Representative and the questionnaire review staff is required. It should be noted, however, that these

figures are a little misleading as a good number of the new enrollees were enlisted during the last quarter of the contract period and in many cases have not completed the average contribution time of three months (see previous table). In any event, we recognize the problem that enlisting new shops into the program is relatively easy while motivating them to become active participants is quite difficult.

SECTION 3

FAILED PART SUMMARY

3.0 General

The failed parts received during this contract period covered 39 separate and distinct motor vehicle major component assembly areas. These major areas are listed below in Section 3.1 with a detailed identification of the part received, along with the quality of each.

The breakdown for the types of failed parts appears in the table below.

Major Assembly Classification	% of Total Received
Brakes-hydraulic system	24.3
Engine	14.0
Steering linkages	9.8
Suspension-independent front	9.8
Switch button ring-unspecified light	5.9
Exhaust system	4.4
Fuel carburetion	4.0
Fuel systems	2.6
Engine cooling systems	2.5
Electrical system - ignition	2.2
Power train drive line	1.9
Suspension, single - axle, rear	1.8
Steering gear box	1.7
Steering power assist	1.7
Alternation regulator starter	1.7
Throttle linkages and control	1.4
Water-heater, defroster	1.2
Visual systems-windshield wiper, washer & glass	<1.0
Train, transmission, automotive	<1.0
Steering wheel and column	<1.0
Steering gear rack and pinion	<1.0
Suspension - I beam, solid front	<1.0
Wheels	<1.0
Tires	<1.0
Brakes-air systems	<1.0
Parking emergency brake-mechanical	<1.0
Fuel injection system	<1.0
Exhaust/crankcase emission control devices	<1.0
Power train clutch assembly	<1.0
Power train transmission	<1.0

Major Assembly Classification	% of Total Received
Switch, solenoid, shift, vacuum	<1.0
Electrical system-battery, ignition, wiring	<1.0
Communications - horn assembly	<1.0
Seat track anchors and seats	<1.0
Interior, instruments and instrument panel	<1.0
Structure-frame, members, and body	<1.0
Door assembly	<1.0
Hood assembly	<1.0
Equipment-jacks	<1.0

3.1 Failed Part Summary

Major Assembly Classification	Component Classification	Description	Quantity Received
01100		Steering Wheel & Column	
	01110	Wheel-handlebar	1
	01140	Locking-Anti-theft device	2
	01160	Column coupling	4
		TOTAL	7
01200		Steering Gear Box	
	01210	Manual steering gear box	2
	01220	Power steering gear box	10
	01230	Unknown type steering gear box-includes 01200	4
		TOTAL	16
01300		Steering Power Assist	
	01310	Pump	5
	01330	Hose-fluid	11
		TOTAL	16
01400		Steering Gear-Rack & Pinion	
	01430	Steering gear-rack	1
01500		Steering Linkages	
	01510	Arm pitman	3
	01520	Link, drag-connection	4
	01530	Arm, idler & attachment	34
	01540	Rod, relay-connecting	1

Major Assembly Classification	Component Classification	Description	Quantity Received
	01550	Tie-rod, inner	4
	01560	Tie-rod, end	39
	01570	Sleeve, tie-rod-adjustable	4
	01580	Knuckle-spindle-arm	3
		TOTAL	92
02100		Suspension-Independent-Front	
	02110	Attaching mechanisms	3
	02120	Shock absorber	6
	02130	Control arm-unknown type	19
	02140	Control arm-upper	21
	02150	Control arm-lower	35
	02160	Spindle-knuckle; steering	2
	02170	Bearing-wheel	6
		TOTAL	92
02200		Suspension-I Beam, Solid Front	
	02220	Leaf spring assembly	1
	02240	Shock absorber	1
	02250	Spindle-knuckle	1
	02260	Bearing-wheel	2
		TOTAL	5
02400		Suspension Single Axle, Rear	
	02420	Control arm	4
	02450	Spring, coil and attachments	8
	02460	Shock absorber	5
		TOTAL	17
02600		Wheels	
	02620	Wheels-single	6
	02630	Wheels-multiple	1
		TOTAL	7
02700		Tires	1
03200		Brakes-Hydraulic System	
	03210	Pedals & Linkages	5
	03220	Power assist-vacuum system	17
	03230	Master cylinder	104
	03240	Lines-fittings	58

Major Assembly Classification	Component Classification	Description	Quantity Received
	03260	Shoe & drum system	26
	03270	Shoe disc brake system	19
		TOTAL	229
03300		Brakes-Air Systems	
	03320	Lines and fittings	1
04100		Parking-Emergency Brake-Mechanical	
	04110	Lever setting mechanism	1
	04140	Release mechanism-automatic	1
	04150	Linkages and cables	1
		TOTAL	3
05100		Engine	
	05110	Engine mounts	84
	05130	Engine pulley, crankshaft	1
	05140	Engine flywheel	2
	05150	Engine, other parts	45
		TOTAL	132
05200		Engine Cooling System	
	05210	Radiator	2
	05220	Hoses	2
	05230	Pump, water	4
	05240	Fan	11
	05250	Belts	1
	05260	Thermostat	3
		TOTAL	23
06100		Fuel Systems	
	06110	Fuel tank assembly	9
	06120	Fuel emission control	1
	06130	Fuel lines, fittings & pump	14
		TOTAL	24
06200		Fuel Carburetion	
	06210	Carburetor-Unknown type	25
	06220	Carburetor-single	3
	06230	Carburetor-double	5
	06240	Carburetor-four barrel	5
		TOTAL	38

Major Assembly Classification	Component Classification	Description	Quantity Received
06300		Fuel Injection System	
	06320	Fuel injection-electrical	4
06400		Throttle Linkages & Control	
	06430	Accelerator, flexible	13
06500		Exhaust/Crankcase Emission Control Devices	4
	06530	Check valve	1
		TOTAL	5
06600		Exhaust System	
	06610	Manifold-engine	21
	06620	Pipe-exhaust	15
	06630	Muffler-resonator	4
	06640	Tail pipe	1
		TOTAL	41
07100		Power Train Clutch Assembly	
	07110	Pedal	2
	07120	Linkage, flexible	2
	07130	Linkage, rigid	1
	07170	Plate, drive, clutch	2
		TOTAL	7
07200		Power Train Transmission	1
	07240	Transmission, Unknown type	1
07300		Power Train, Transmission Automatic	8
	07350	Switch, solenoid, shift, vacuum	1
07400		Power Train Drive Line	
	07410	Universal joint	2
	07430	Bracket, support, center shaft	1
	07450	Differential unit	4
	07460	Axle assembly	7
	07470	Other part	4
		TOTAL	18
08100		Electrical System	
	08120	Battery	1

Major Assembly Classification	Component Classification	Description	Quantity Received
08200		Alternator, Regulator, Starter	
	08210	Alternator-generator	3
	08220	Regulator	3
	08230	Starter	5
	08240	Other part	5
		TOTAL	16
08300		Electrical System Wiring	
	08320	Harness, rear-under dash	1
	08340	Other part	2
		TOTAL	3
08500		Electrical System-Ignition	1
	08510	Ignition Switch	5
	08520	Switch, neutral start	2
	08530	Wiring, primary and secondary	5
	08540	Electronic control unit	1
	08550	Other part	8
		TOTAL	21
09100		Switch-Button-Ring	
		Unspecified light	56
09500		Communications-Hood Assembly	
	09510	Horn assembly, button, ring	1
10100		Visual Systems-Glass	1
10300		Visual Systems-Windshield Wiper & Washer	
	10310	Windshield Wiper	9
	10320	Windshield Washer	1
		TOTAL	10
11000		Heater, Defroster, Defogger and Ventilation	
	11100	Water-heater, defroster, defogger	7
	11600	Air conditioner	4
		TOTAL	11
12300		Seat Track Anchors & Seats	
	12310	Seat tracks and anchors	1

Major Assembly Classification	Component Classification	Description	Quantity Received
12400		Interior Instruments & Instrument Panel	
	12410	Instrument panel material & padding	1
13100		Structure-Frame, Members & Body	
	13110	Structure-frame, members	6
13400		Door Assembly	
	13420	Hinge and attachments	1
13700		Hood Assembly	
	13720	Hinge and attachments	3
	13730	Latches	2
		TOTAL	5
15000		Equipment	
	15500	Jacks	2
		GRAND TOTAL PARTS RECEIVED	942

3.2 Parts Received in Support of Investigations

As of 30 April 1976, 142 parts were determined to be of special interest to the NHTSA and were considered to support on-going investigations. The table below provides a summary of these failed parts.

Investigation (Case) No.	Component Description	Vehicle Year/ Make or Model	Quantity Received
161	Power Brake Vacuum Check Valve	65 Jeep	1
		67 Pontiac	1
		68 Chevrolet	1
		69 Ford	1
		69 Oldsmobile	2
		70 Pontiac	1
		72 Chevelle	1
		GM Unknown	1
		TOTAL	9

Investigation (Case) No.	Component Description	Vehicle Year/ Make or Model	Quantity Received
212	Lower Control Arm	68 Ford	2
		69 Ford	2
		TOTAL	4
258.5	Engine Mounts	65 Buick	2
		68 Buick	1
		69 Pontiac	1
		70 Buick	1
		TOTAL	5
266	Ignition Switch	69 Ford	1
282	Wheel	70 Ford	1
C2-53	Brake Master Cylinder	68 Mercury	1
		69 Fairlane	2
		70 Maverick	3
		70 Falcon	1
		70 Mustang	1
		71 Ford Truck	1
		TOTAL	9
C4-18	Engine Mounts	69 Fairlane	2
		69 Mercury	1
		TOTAL	3
C4-26	Power Steering Gear	72 Chevrolet	1
		73 Ford	1
		74 Ford Truck	1
		TOTAL	3
C4-44	Carburetor Float	68 Buick	1
		68 Chevrolet	3
		68 Cadillac	1
		69 Chevrolet	2
		69 Chevelle	1
		69 Pontiac	1
		71 Chevrolet	1
		TOTAL	10
C4-53	Engine Mounts	67 Chevrolet	2

Investigation (Case) No.	Component Description	Vehicle Year/ Make or Model	Quantity Received
C4-58	Fuel Injectors	72 Volvo	4
C5-07	Timing Gear	70 Pontiac	1
EA4-229	Flexible Fan	72 Ford	1
EA6-013	Power Steering Hose	75 Ford Truck	1
OCA*	Master Cylinder	69 AMX	1
		69 Fury	2
		69 Dodge Truck	1
		69 Oldsmobile	1
		69 Dart	1
		69 Ford	1
		70 Dart	2
		70 Mercury	1
		70 LTD	1
		70 Hornet	1
		70 Chevrolet	1
		70 Plymouth	1
		70 Mustang	1
		71 Plymouth	1
		71 AMC	1
		71 Maverick	1
		71 Ford	2
		71 Oldsmobile	1
		71 Chrysler	1
		71 Pontiac	1
		71 Mercury	1
		72 Mark IV	1
		72 Ford	2
		72 Maverick	1
		72 Capri	1
		72 MGB	1
		72 Maverick	1
		72 Fury	1
		72 Oldsmobile	1
		72 Plymouth	1
		72 Mercury	1
		72 Blazer	1
		73 Chevrolet	1
		73 Ford Truck	1
		73 Marquis	1

*OCA - Office of Crash Avoidance

Investigation (Case) No.	Component Description	Vehicle Year/ Make or Model	Quantity Received
OCA	Master Cylinder (cont)	73 Oldsmobile	1
		73 Pontiac	2
		73 Vega	1
		73 Plymouth	1
		74 Hornet	1
		74 Chevrolet	1
		75 Pinto	1
		TOTAL	48
OCA	Flexible Brake Hose	62 Buick	1
		65 Buick	2
		65 Ford	2
		65 Plymouth	1
		66 Chevrolet	1
		68 Ford	1
		69 Dart	1
		69 Oldsmobile	1
		70 Chevrolet	2
		71 MG	2
		71 Toyota	2
		72 Chevrolet	1
		73 Dart	2
		73 Duster	2
		73 Plymouth	2
		74 Hornet	2
		74 AMC	2
		74 Dodge Truck	2
		TOTAL	29
OCA	Brake Proportioning Valve	72 Oldsmobile	1
		73 Chevrolet Van	1
		73 Oldsmobile	1
		74 Pontiac	1
		74 Buick	1
		75 Cadillac	1
		TOTAL	6
		GRAND TOTAL	142

3.3 Detailed Records Stored in the ODI/DATA Information System (DIS)

The Vehicle Owner Letter File of the ODI/DIS currently contains 1743 detailed records. These records depict the identification of the failed part, a description of the

failure, an identification of the make/model and body style of the motor vehicle involved and the model year. Also, included with this record is an identification of the shop that sent in the failed part, the unique PRP number, the date the part was received by the PRP, the mileage recorded at failure, and a location number where the part can be found in our storage facility.

The following pages include a cumulative report of all the parts received by the PRP from 1 July 1975 through 30 June 1976. The records in this report are grouped by component classification, i.e., steering, suspension, wheels, etc.

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED INDEX
AS OF 30 JUN 76

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30014	P01184	B	760118	01110	STEERING WHEEL-HANDLEBAR 73 043 CHEVROLET DIVISION	D3 CAPRICE	59	C	045337	30313006
					TWO OF EIGHT SPOT WELDS ARE BROKEN					
30025	P01251	B	760306	01140	STEERING COLUMN LOCKING,ANTI-THEFT DEVICE 69 155 VOLKSWAGEN	B3 SQUAREBACK SEDAN	03	C	000000	94101002
					RETAINING BRACKET FOR LOCKING PIN BROKE ON SLIDE ASSY					
50011	P01521	B	760501	01140	STEERING COLUMN LOCKING,ANTI-THEFT DEVICE 72 155 VOLKSWAGEN	01 TYPE I	03	C	000000	94101002
					2 EARS ON CAST PLATE BROKE-LOCK PIN LOCKED STEERING WHILE PARKING					
50005	P01480	B	760412	01160	STEERING COLUMN COUPLING 74 031 FORD DIVISION	66 PINTO WAGON	54	C	021276	29405006
					INNER SPLINES ON STRNG COUPLING WORN-THREADS ON BOLT STRIPPED					
50013	P01543	B	760507	01160	STEERING COLUMN COUPLING 72 031 FORD DIVISION	07 THUNDERBIRD	33	C	070874	68102003
					U-JOINT ON LOWER STEERING COLUMN SHAFT IS FROZEN					
50005	P01476	B	760409	01160	STEERING COLUMN COUPLING 73 033 MERCURY	01 CAPRI	56	C	014000	63121005
					EXCESS.MOVEMENT IN UNIV.JNT-SOFT RUBBER CAUSING PLAY IN STRNG&POOR TRK					
30015	P01233	B	760203	01160	STEERING COLUMN COUPLING 70 181 AB VOLVO	D1 VOLVO 164 164	08	C	084191	93702024
					RUBBER PORTION OF COUPLER SEPARATED FROM METAL AND SHOWS DETERIORATION					
30006	P01087	B	751224	01200	STEERING GEAR BOX 73 022 DODGE	9A DODGE TRUCK AND VA TRADESMAN100	53	C	033000	92104022
					BINDING AND PLAY IN STEERING-2 FITTINGS OF BALL BEARINGS WEAK,BREAKING					
50020	P01579	B	760521	01210	MANUAL STEERING GEAR BOX 72 022 DODGE	9A DODGE TRUCK AND VA 200	57	C	044000	44110013
					BEARING NOISE EVIDENT WHEN SHAFT IS ROTATED,PITMAN SHAFT SEAL GD COND					

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CUMULATIVE PARTS RECEIVED INDEX
AS OF 30 JUN 76

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40009	P01438	B	760401	01212	MANUAL STEERING SHAFT-SECTOR 74 031 FORD DIVISION	A0 ECONOLINE SERIES E-100	57	C	034430	66001014
					1BALL BRNG EXCESS WEAR-1BALL BRNG RACE DAMAGED-1WORM GEAR DAMAGED					
20016	P00977	B	751103	01220	POWER STEERING GEAR BOX 71 031 FORD DIVISION	03 FORD	57	C	000000	01749012
					WEAR ON SHAFT OF SECTOR SHAFT-BALL BEARINGS IN GEAR BOX WORN					
30028	P01281	B	760207	01220	POWER STEERING GEAR BOX 73 031 FORD DIVISION	08 TORINO	14	C	017167	64111015
					NO VISIBLE DEFECTS - SUSPECT INTERNAL VALVE ASSEMBLY MALFUNCTION					
30007	P01196	B	751224	01220	POWER STEERING GEAR BOX 72 041 BUICK	00 BUICK	03	C	059292	97301027
					HOUSING CRACKED AT THIN PART OF CASTING					
50010	P01458	B	760402	01220	POWER STEERING GEAR BOX 72 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	08	C	062000	48150012
					GEAR BOX CASING CRACKED AROUND CIRCUMFERENCE OF BASE AT SNAP RING GRV					
30029	P01304	B	760306	01220	POWER STEERING GEAR BOX 72 043 CHEVROLET DIVISION	C4 NOVA	28	A	033544	94101002
					SUSPECT SEAL FAILURE IN PWR ASST - PUMP FAILED ON RTHAND TURN					
50004	P01470	B	760405	01220	POWER STEERING GEAR BOX 68 043 CHEVROLET DIVISION	D3 CAPRICE	32	C	068296	14607007
					GEAR BOX HOUSING COVER LEAKS-PARTIAL DETERIORATION IS CAUSE	Y				
30014	P01203	B	760123	01220	POWER STEERING GEAR BOX 74 043 CHEVROLET DIVISION	E3 IMPALA	08	C	053000	23701047
					CASING IS CRACKED AT BOTTOM END OF MAIN SHAFT PASSAGE CAUSING LEAKAGE					
50013	P01542	B	760507	01220	POWER STEERING GEAR BOX 60 043 CHEVROLET DIVISION	03 CHEVROLET	57	C	000000	68102003
					SHOP CLAIMES BEARING RACES EXCESS WORN					

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CUMULATIVE PARTS RECEIVED INDEX
AS OF 30 JUN 76

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30019	P01239	B	760203	01220	POWER STEERING GEAR BOX 74 044 OLDSMOBILE	06 98	03	C	090000	76012007
					POWER STEERING GEARBOX CRACKED AT CIRCUMFERENCE OF BOTTOM END					
30021	P01209	B	760306	01222	POWER STEERING SHAFT-SECTOR 73 042 CADILLAC DIVISION	02 FLEETWOOD	03	B	019939	63105001
					SHAFT BROKE AT END OF SPLINES ACROSS DIAMETER-DISCOLOR INDI HEAT BUILD					
30010	P01123	B	751226	01230	UNKNOWN TYPE STEERING,GEAR BOX 67 031 FORD DIVISION	A0 ECONOLINE SERIES E100 VAN	03	C	118732	40506004
					SHAFT BROKEN APPROX IN HALF-BALL BEARINGS & RIPPED OUT & CUT IN HALF					
30008	P01117	B	751226	01230	UNKNOWN TYPE STEERING,GEAR BOX 72 031 FORD DIVISION	G3 FORD-LTD	32	C	035710	90405010
					EXCESSIVE LEAK FROM SECTOR SEAL HOUSING SHOWS SOME WEAR					
20002	P00464	B	750710	01232	UNKNOWN TYPE STEERING,SHAFT-SECTOR 56 031 FORD DIVISION	9A FORD TRUCK AND VAN	30	A	000000	091605014
					BEARINGS IN STEERING BOX BECAME MISALIGNED CAUSING DAMAGE TO SHAFT					
20010	P00890	B	751008	01310	STEERING POWER ASSIST-PUMP 72 031 FORD DIVISION	G3 FORD-LTD	32	C	723500	54911007
					PUMP LEAKED OIL WHILE UNDER PRESSURE CAUSING LEAKS & HARD STEERING					
	P01146	B	751229	01310	STEERING POWER ASSIST-PUMP 75 031 FORD DIVISION	04 MAVERICK	28	C	012700	63105001
					POWER STEERING PUMP NOT CREATING PRESSURE-PART NOT AVAILABLE					
20003	P00832	B	750827	01310	STEERING POWER ASSIST-PUMP 74 031 FORD DIVISION	05 MUSTANG	28	C	000000	012205003
					POWER STEERING PUMP NOISY & INOPERATIVE					
30012	P01180	B	760107	01310	STEERING POWER ASSIST-PUMP 74 042 CADILLAC DIVISION	A2 FLEETWOOD-ELDORADO	03	C	029143	19805002
					STEERING PUMP SHAFT BROKE AT BASE OF GEAR RIBS					

OFFICE OF DEFECTS INVESTIGATION
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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30015	P01231	B	760203	01310	STEERING POWER ASSIST-PUMP 66 043 CHEVROLET DIVISION	E0 PICK-UP MODELS C-10	03	C	062500	50702006
					MOUNTING BOLT EAR BROKEN AT BOLT HOLE					
40002	P01333	B	760320	01330	STEERING POWER ASSIST-HOSE,FLUID 65 021 CHRYSLER DIVISION	01 CHRYSLER 4 D	32	C	079444	30501001
					PRESSURE HOSE LEAKS FLUID AT FITTING-RUBBER METAL CONNECTION					
30026	P01300	B	760306	01330	STEERING POWER ASSIST-HOSE,FLUID 67 025 PLYMOUTH	01 BARRACUDA	08	C	061976	06120003
					ONE INCH SPLIT LENGTHWISE AT PUMP END OF HOSE AT CONN W/METAL PORTION					
30010	P01145	B	751229	01330	STEERING POWER ASSIST-HOSE,FLUID 70 023 PLYMOUTH	04 FURY	08	C	041000	30501001
					RUBBER PRESSURE HOSE RUPTURED OR CRACKED NEAR METAL FITTING					
20013	P00907	B	751020	01330	STEERING POWER ASSIST-HOSE,FLUID 74 031 FORD DIVISION	9A FORD TRUCK AND VAN 314 T,250	32	C	016540	63121005
					SMALL PINHOLE IN CASING. LEAK SHOWED UP WHILE OPERATING					
20015	P00962	B	751030	01330	STEERING POWER ASSIST-HOSE,FLUID 75 031 FORD DIVISION	9C F-250	41	C	011306	51108006
					2IN PORTION OF HOSE DETERIORATED,LEAKED.LEAKS AT FITTING					
40006	P01385	B	760330	01330	STEERING POWER ASSIST-HOSE,FLUID 76 033 MERCURY	04 MERCURY	21	C	024000	19602003
					BRASS FITTING SEPARATED FROM POWER STEERING HOSE					
50005	P01479	B	760412	01330	STEERING POWER ASSIST-HOSE,FLUID 74 041 BUICK	04 LE SABRE Y	32	C	018345	60076001
					HOSE LEAKING AT BOTH ENDS WHERE IT JOINS METAL FITTINGS					
20013	P00911	B	751020	01330	STEERING POWER ASSIST-HOSE,FLUID 68 042 CADILLAC DIVISION	81 CADILLAC-DE VILLE	32	C	023982	54911007
					POWER STEERING HOSE BECAME BRITTLE & CRACKED, LEAKED UNDER PRESSURE					

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50003	P01454	B	760402	01350	STEERING POWER ASSIST-HOSE,FLUID 65 042 CADILLAC DIVISION	01 CADILLAC	32	C	016795	98126073
					PWR STEERING PRESSURE HOSE BLOWN AT SMALL FITTING END-LEAKS UNDR PRESS	Y				
50005	P01461	B	760412	01330	STEERING POWER ASSIST-HOSE,FLUID 73 043 CHEVROLET DIVISION	D3 CAPRICE	08	C	042062	12601026
					HOSE IS SPLIT AT CRIMPED METAL EDGING-LEAKS FROM THIS SPOT	Y				
30007	P01112	B	751226	01330	STEERING POWER ASSIST-HOSE,FLUID 74 043 CHEVROLET DIVISION	E3 IMPALA	32	C	009175	30501001
					HOSE APPEARS TO BE LEAKING AT SWAGE JOINT-METAL TO RUBBER JOINT LEAKS					
30019	P01582	B	760521	01430	STEERING GEAR,RACK 71 163 FIAT S.P.A.	A3 FIAT 128	03	C	000000	20009003
					BUSHING IS BROKEN IN PIECES					
40001	P01332	B	760320	01510	STEERING LINKAGES-ARM,PITMAN 75 023 PLYMOUTH	04 FURY POLICE SPC	57	C	019168	01605008
					EXCESS WEAR IN BALL STUD SOCKET GREASE BOOT SPLIT					
50008	P01506	B	760427	01510	STEERING LINKAGES-ARM,PITMAN 73 031 FORD DIVISION	07 THUNDERBIRD	03	C	029854	98108037
					BALL JOINT STUD BROKE OFF PITMAN ARM					
30010	P01126	B	751226	01510	STEERING LINKAGES-ARM,PITMAN 75 043 CHEVROLET DIVISION	09 VEGA	03	C	073815	27107014
					PITMAN SHAFT BROKE WHERE IT ENTERS GEAR BOX-POSSIBLE CASTING DEFECT					
20013	P00908	B	751020	01520	STEERING LINKAGES-LINK,DRAG-CONNECTION 74 031 FORD DIVISION	9A FORD TRUCK AND VAN	36	C	018900	63121005
					EXCESSIVE WEAR OF BALL STUD END, NO GREASE LUBE, NO GREASE FITTING					
30002	P01020	B	751119	01520	STEERING LINKAGES-LINK,DRAG-CONNECTION 67 041 BUICK	04 LE SABRE	57	C	043260	63105001
					LOOSE AT PITMAN ARM CONNECTION, EXHIBITS EXCESSIVE WEAR					

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50002	P01442	B	760401	01520		STEERING LINKAGES-LINK,DRAG-CONNECTION		57	C	005220	30313006
					76	043 CHEVROLET DIVISION	E3 IMPALA				
						EXCESSIVE WEAR AT JUNCTION OF TIE ROD END WITH DRAG CENTER LINK					
30011	P01160	B	760106	01520		STEERING LINKAGES-LINK,DRAG-CONNECTION		57	C	038199	81004032
					73	043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 4-WHEEL DR				
						MOUNTING HOLE FOR DRAG LINK RUSTING AND ENLARGED DUE TO WEAR					
50011	P01527	B	760501	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		03	C	060000	06516005
					66	110 INTERNATIONAL HARVESTER	11 INTERNATIONAL TRUC 1200A				
						STEER. ARM BROKE ON CURVED PORTION OF METAL 4" FROM FRAME MOUNTG HOLE					
50001	P01434	B	760331	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		53	C	000000	60626008
					00	000 UNKNOWN	00 UNKNOWN				
						STIFF MOVEMENT IN BALL STUD SOCKET-TAG NOT READABLE					
50001	P01435	B	760331	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		57	C	000000	60626008
					00	000 UNKNOWN	00 UNKNOWN				
						BALL STUD SOCK EXCES WORN-LACK OF LUBE/PIVOT POINT W/BRKT FROZEN					
50001	P01433	B	760331	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		53	C	000000	60626008
					00	000 UNKNOWN	00 UNKNOWN				
						STIFF MOVEMENT IN BALL STUD SOCKET					
20009	P00855	B	750919	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		08	C	046066	023222023
					66	022 DODGE	00 DODGE				
						IDLER ARM SOCKET CRACKED					
20009	P00856	B	750919	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		08	C	067394	023222023
					72	023 PLYMOUTH	00 PLYMOUTH				
						STEERING IDLER ARM CRACKED					
20013	P00931	B	751024	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		57	C	000000	60626006
					72	023 PLYMOUTH	00 PLYMOUTH				
						EXCESSIVE WEAR IN BALL STUD SOCKET					

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50011	P01523	B	760501	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 69 023 PLYMOUTH	01 BARRACUDA	34	C	083884	90004013
					BALL STUD SOCKET VERY LOOSE-NO GREASE ON ARM- NORMAL WEAR ON BUSHING					
20013	P00950	B	751024	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 67 023 PLYMOUTH	04 FURY	57	C	051404	60626008
					IDLER ARM SOCKET FROZEN					
50019	P01591	B	760607	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 72 031 FORD DIVISION	G3 FORD-LTD	33	C	078341	03103010
					ARM LOCKD UP AT BUSHING ON FRAME BRKT. BRKT RIPPED FROM FRAME					
50013	P01541	B	760507	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 71 031 FORD DIVISION	H3 FORD-GALAXIE 500	33	C	048194	68102003
					BUSHING BTWN IDLER ARM & FRAME BRKT FROZE,CAUSING ASSY TO SEP FRM FRAM					
20013	P00951	B	751024	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 00 031 FORD DIVISION	03 FORD	57	C	021845	60626006
					EXCESSIVE WEAR OF BUSHINGS					
40003	P01371	B	760330	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 68 031 FORD DIVISION	03 FORD	03	C	063492	02140002
					IDLER ARM BRACKET BROKEN WHERE IT ATTACHES TO FRAME					
40004	P01373	B	760330	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 68 031 FORD DIVISION	03 FORD COUNTRY WG PRP	03	C	074932	02140002
					IDLER ARM BRACKET IS BROKEN AT AREA WHERE ATTACHED TO FRAME					
30023	P01290	B	760214	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 69 031 FORD DIVISION	03 FORD	09	C	061756	02140002
					FRAME RIPPED AT POINT OF IDLER ARM BRACKET ATTACHMENT - LIGHTLY RUSTED					
20013	P00933	B	751024	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 72 031 FORD DIVISION	05 MUSTANG	57	C	000000	60626008
					EXCESSIVE WEAR OF IDLER ARM					

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20013	P00934	B	751024	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 72 031 FORD DIVISION	05 MUSTANG	57	C	000000	60626008
					EXCESSIVE WEAR OF IDLER ARM BUSHINGS					
40002	P01337	B	760324	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 74 031 FORD DIVISION	9A FORD TRUCK AND VAN VAN	03	C	025988	53511008
					BRACKET BROKE AT 90 DEGREE BEND,IRON PIECE CRACKED IN TWO-SHAFT OK					
20011	P00891	B	751001	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 62 033 MERCURY	04 MERCURY	57	C	090465	61107005
					EXCESSIVE WEAR OF STEERING`IDLER ARM					
30006	P01095	B	751224	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 72 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	57	C	015515	02140002
					NO LUBRICATION FITTING ON IDLER ARM CAUSES PREMATURE FAILURE					
20002	P00473	B	750716	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 00 042 CADILLAC DIVISION	01 CADILLAC	44	A	000000	019963106
					POOR PERFORMANCE OF IDLER ARM & BRACKET CAUSED LOSS OF STEERING					
30003	P01033	B	751122	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 72 042 CADILLAC DIVISION	02 FLEETWOOD	33	C	081930	19062026
					IDLER ARM W/BRACKET AND SMALL SECTION OF FRAME MOUNT-IDLER ARM FROZEN					
50022	P01608	B	760601	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	A3 BELAIR	21	C	055000	51103030
					IDLER ARM SEPARATED FROM BRKT AT BUSHING BRKT IS CORRODED FIT IS LOOSE					
20016	P00972	B	751108	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 70 043 CHEVROLET DIVISION	C4 NOVA	11	C	080000	48197006
					FRAME BRACKET SEPARATED FROM IDLER ARM-NO EVIDENCE OF LUBE AT BUSHING					
20017	P00991	B	751114	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	E3 IMPALA	57	C	063129	80910024
					WEAR AT BUSHING,HOLE,FOR STEERING LINKAGE CONNECTION-SUPPORT SHAFTFROZ					

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40001	P01324	B	760320	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	E3 IMPALA	21	C	058000	0611400
					ARM SEPARATED FROM BRACKET,EXCESS WEAR, LITE RUST AT JOINT					
30005	P01063	B	751206	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	02 CHEVELLE	11	C	073420	2323003
					IDLER ARM SEPARATED FROM FRAME BRACKET-RUST,PITTING,AND EXCESSIVE WEAR					
40003	P01346	B	760324	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 71 043 CHEVROLET DIVISION	02 CHEVELLE	08	C	094640	6603200
					METAL CRACKED AT LOWER BOLT HOLE ON MTG BRKT SOME WEAR AT IDLER JOINT					
40001	P01325	B	760320	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	03 CHEVROLET	21	C	060000	0611400
					EXCESS WEAR AT JOINT NO EVIDENCE OF LUBE-IDLER ARM SEP FROM BRACKET					
30021	P01265	B	760206	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	070000	0324200
					IDLER ARM SEPARATED FROM BRACKET - BRACKET BROKEN - WEAR EVIDENT					
20004	P00710	B	750801	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 73 044 OLDSMOBILE	02 DELTA 88	34	C	017118	04890001
					IDLER ARM ASSEMBLY (LOOSE) HAS TOO MUCH FREE PLAY					
20004	P00711	B	750801	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 65 044 OLDSMOBILE	03 F-85	34	C	063439	04891000
					TOO MUCH FREE PLAY IN JOINT					
20004	P00709	B	750801	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 70 044 OLDSMOBILE	03 F-85	34	C	068656	04891000
					LOOSE IDLER ARM ASSEMBLY-TOO MUCH FREE PLAY IN STEERING					
30002	P01023	B	751119	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 68 045 PONTIAC DIVISION	01 FIREBIRD	21	C	064531	5321300
					IDLER ARM SEPARATED FROM BRACKET-EXCESSIVE WEAR & CORROSION AT CONNECT					

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30015	P01169	B	760106	01540	STEERING LINKAGES-ROD,RELAY-CONNECTING 74 031 FORD DIVISION	9A FORD TRUCK AND VAN F-350	57	C	000000	46394015
					ROD END BENT - PIN CAME OUT					
50004	P01471	D	760405	01550	STEERING LINKAGES-TIE ROD, INNER 75 022 DODGE	9A DODGE TRUCK AND VA B-200 VAN	34	C	043315	14607007
					TIE ROD LOOSE IN SLEEVE W/ SLEEVE BOLTS TIGHTENED					
50004	P01471	B	760405	01550	STEERING LINKAGES-TIE ROD, INNER 75 022 DODGE	9A DODGE TRUCK AND VA B-200 VAN	34	C	043315	14607007
					INNER END OF TIE ROD ASSEMBLY LOOSE AT SLEEVE					
	P01453	B	760402	01550	STEERING LINKAGES-TIE ROD, INNER 74 031 FORD DIVISION	06 PINTO	28	C	020000	48197006
					NO PART SENT-SHOP NOTES HAVE NO SPECIFICS-CUSTOMER REFUSED SERVICE					
20007	P00818	B	750825	01550	STEERING LINKAGES-TIE ROD, INNER 67 043 CHEVROLET DIVISION	E3 IMPALA	03	A	077495	033145005
					TIE ROD BROKE @ TIE ROD ADJUSTMENT SLEEVE					
20013	P00940	B	751024	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	60626008
					TIE ROD END NO APPARENT DEFECT					
20013	P00939	B	751024	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE WEAR OF TIE ROD END DUE TO LACK OF GREASE					
50001	P01422	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET EVIDENCE OF LACK OF LUBE TAG NOT LEGBL					
50001	P01423	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN STUD SOCK TIE-ROD APPAR CUT W/TORCH TAG NOT READABLE					

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50001	P01421	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626006
					WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01419	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626006
					SLIGHT WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01424	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626006
					BALL STUD SOCK ONLY BALL IS WORN APPAR SEP FROM TIE-ROD-BODY					
50001	P01418	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626006
					VERY SLIGHT WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01420	B	760331	01560	STEERING LINKAGES-TIE ROD,END 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET EVIDENCE OF LACK OF LUBE TAG NOT LEG					
20011	P00883	B	751008	01560	STEERING LINKAGES-TIE ROD,END 65 010 AMERICAN MOTORS	01 AMBASSADOR	57	C	001289	61107005
					EXCESSIVE WEAR ON BALL STUD CAUSED TIE ROD TO FALL OFF					
30001	P00999	B	751114	01560	STEERING LINKAGES-TIE ROD,END 68 022 DODGE	02 CHARGER	57	C	075000	19802003
					GREASE RETAINING BOOT SPLIT, NO EVIDENCE OF LUBRICANT-BALL STUD WORN					
30011	P01215	D	760123	01560	STEERING LINKAGES-TIE ROD,END 71 022 DODGE	08 DEMON	57	C	057000	06416006
					TIE ROD END HAS WEAR AT BALL STUD SOCKET - ROUGH ACTION					
30011	P01215	C	760123	01560	STEERING LINKAGES-TIE ROD,END 71 022 DODGE	08 DEMON	02	C	057000	06416006
					TIE ROD END BENT ALONG THREADS FOR SLEEVE					

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20016	P00976	B	751108	01560	STEERING LINKAGES-TIE ROD,END 73 023 PLYMOUTH	A6 VALIANT-DUSTER	03	C	016620	46219002
					BOTTOM OF TIE ROD END MISSING-COULD CAUSE CONTAMINATION OF GREASE					
40001	P01329	C	760320	01560	STEERING LINKAGES-TIE ROD,END 69 023 PLYMOUTH	C4 FURY III	08	C	001823	66032002
					SOCKET HAS SOME WEAR GREASE BOOT CRACKED-GREASE PLUG STILL IN PLACE					
40001	P01329	E	760320	01560	STEERING LINKAGES-TIE ROD,END 69 023 PLYMOUTH	C4 FURY III	08	C	001823	66032002
					BALL STUD SOCKET HAS SOME WEAR GREASE BOOT SPLIT-PLUG STILL IN PLACE					
40001	P01329	D	760320	01560	STEERING LINKAGES-TIE ROD,END 69 023 PLYMOUTH	C4 FURY III	57	C	001823	66032002
					SOCKET HAS SOME WEAR DUE TO CRACKED GREASE BOOT-PLUG STILL IN PLACE					
40001	P01329	B	760320	01560	STEERING LINKAGES-TIE ROD,END 69 023 PLYMOUTH	C4 FURY III	21	C	001823	66032002
					BALL STUD SEPARATED FROM SOCKET BOOT CRACKED NO LUBE EVIDENT					
20002	P00460	B	750729	01560	STEERING LINKAGES-TIE ROD,END 68 023 PLYMOUTH	06 VALIANT	57	B	043350	081003001
					LEFT TIE-ROD END WORE EXCESSIVELY AT JOINT					
50011	P01528	B	760507	01560	STEERING LINKAGES-TIE ROD,END 66 031 FORD DIVISION	05 MUSTANG	21	C	081000	64110016
					BALL STUD SEPARATED FROM SOCKET NO GREASE FITTING ON TIE ROD-NO LUBE					
DOT1	P00462	B	750725	01560	STEERING LINKAGES-TIE ROD,END 71 031 FORD DIVISION	06 PINTO	21	A	040000	055103001
					LEFT TIE ROD END CAME APART					
30001	P01007	B	751118	01560	STEERING LINKAGES-TIE ROD,END 73 031 FORD DIVISION	98 F100 2DR CONV. PU F100	57	C	038744	68510011
					1 BALL STUD SOCKET TIE ROD END SHOWS EXCESSIVE WEAR-NO GREASE FITTING					

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20015	P00948	B	751024	01560	STEERING LINKAGES-TIE ROD,END 69 032 LINCOLN	00 LINCOLN	57	C	000000	60626006
					EXCESSIVE WEAR DUE TO LACK OF LUBRICATION					
20004	P00487	B	750716	01560	STEERING LINKAGES-TIE ROD,END 65 033 MERCURY	02 COMET	34	C	102878	013673001
					LEFT TIE ROD END EXCESSIVE LOOSENESS					
20004	P00718	B	750805	01560	STEERING LINKAGES-TIE ROD,END 66 043 CHEVROLET DIVISION	A3 BELAIR	57	C	046170	014217004
					EXCESSIVE WEAR OF TIE ROD END AT JOINT					
50011	P01525	B	760501	01560	STEERING LINKAGES-TIE ROD,END 64 043 CHEVROLET DIVISION	B4 CHEVY II	21	C	078906	1421700-
					BALL STUD SEP FROM SOCKET- RUST ON PARTS- LACK OF LUBE					
40007	P01413	B	760401	01560	STEERING LINKAGES-TIE ROD,END 73 043 CHEVROLET DIVISION	E3 IMPALA	02	C	075813	23513001
					TIE ROD BENT AT SLEEVE THREADS-STUD SOCKET ACTION OK-WEAR ON STUD BASE					
50002	P01442	C	760401	01560	STEERING LINKAGES-TIE ROD,END 76 043 CHEVROLET DIVISION	E3 IMPALA	57	C	005220	30313006
					EXCESSIVE WEAR AT JUNCTION OF TIE ROD END WITH DRAG(CENTER)LINK					
20017	P00980	B	751108	01560	STEERING LINKAGES-TIE ROD,END 73 043 CHEVROLET DIVISION	F2 CHEVELLE LAGUNA	02	C	038400	32805010
					TIE ROD END STUDS BENT IN ACCIDENT					
20017	P00981	B	751108	01560	STEERING LINKAGES-TIE ROD,END 69 043 CHEVROLET DIVISION	02 CHEVELLE	02	C	054000	32805010
					TIE ROD BENT IN ACCIDENT-BENT AT SLEEVE					
20010	P00924	B	751020	01560	STEERING LINKAGES-TIE ROD,END 73 043 CHEVROLET DIVISION	09 VEGA	11	C	020880	19944103
					BALL AND SOCKET OF TIE ROD END SEPARATED-TIE ROD END HAD NO GREASE					

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20005	P00793	B	750812	01560	STEERING LINKAGES-TIE ROD,END 66 043 CHEVROLET DIVISION	9B CHEVROLET VAN SPORTSVAN	02	C	000000	032605010
					TIE ROD BENT NEAR ADJUSTMENT SLEEVE					
30002	P01022	B	751119	01560	STEERING LINKAGES-TIE ROD,END 72 043 CHEVROLET DIVISION	9B CHEVROLET VAN VAN	21	C	004600	53213003
					BALL STUD SEPARATED FROM SOCKET.SOCKET EXCESSIVE INTERNAL WEAR & RUST					
30002	P01050	B	751119	01560	STEERING LINKAGES-TIE ROD,END 72 043 CHEVROLET DIVISION	9B CHEVROLET VAN VAN	21	C	004600	53213003
					BALL STUD SEPARATED FROM SOCKET-SOCKET EXCESSIVE INTERNAL WEAR & RUST					
50019	P01585	B	760601	01560	STEERING LINKAGES-TIE ROD,END 72 043 CHEVROLET DIVISION	9B CHEVROLET VAN G-10	21	C	014387	02140002
					SEPARATION OF BALL STUD SOCKET NO LUBE EVIDENT. SOCKET IS RUSTY					
30008	P01102	B	751226	01560	STEERING LINKAGES-TIE ROD,END 62 044 OLDSMOBILE	02 DELTA 88	57	C	072000	19802003
					TIE ROD RUBBER SLEEVE RIPPED-JOINT HAS PLAY FROM WEAR-NO LUBE FITTING					
50011	P01524	B	760501	01560	STEERING LINKAGES-TIE ROD,END 71 044 OLDSMOBILE	02 DELTA 88	21	C	056549	83704045
					BALL STUD SEP AT SOCKET- NO EXCESS WEAR AT STUD OR SOCKET					
20011	P00884	B	751008	01560	STEERING LINKAGES-TIE ROD,END 74 045 PONTIAC DIVISION	C3 CATALINA	34	C	010615	14607007
					TO MUCH PLAY IN END CAUSED POOR HANDLING,SHIMMY,WANDERING AT 40MPH					
30012	P01176	B	760106	01560	STEERING LINKAGES-TIE ROD,END 71 049 GMC	9A GMC TRUCK TRUCK	00	C	036874	098223001
					GREASE FITTING EITHER FELL OR WAS TAKEN OUT-JOINT SLIGHTLY LOOSE-					
20013	P00938	B	751024	01570	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTAB 00 000 UNKNOWN	00 UNKNOWN	49	C	000000	60626008
					TIE ROD SLEEVE RUSTED					

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30011	P01215	B	760123	01570	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTAB 71 022 DODGE 08 DEMON	03	C	057000	06416006
					TIE ROD SLEEVE IS BENT AND BROKEN - ONE TIE ROD END IS BENT				
50004	P01471	C	760405	01570	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTAB 75 022 DODGE 9A DODGE TRUCK AND VA B-200 VAN	34	C	043315	14607007
					TIE ROD LOOSE IN SLEEVE W/ SLEEVE BOLTS TIGHTENED				
40007	P01413	C	760401	01570	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTAB 74 043 CHEVROLET DIVISION E3 IMPALA	03	C	075813	23513001
					TIE ROD SLEEVE BROKEN AT TIE ROD END(ROD BENT)LIGHT RUST INSIDE SLEEVE				
40008	P01338	B	760324	01580	STEERING LINKAGES-KNUCKL-SPINDL-ARM 66 110 INTERNATIONAL HARVESTER 11 INTERNATIONAL TRUC LDSTAR1600	03	C	064000	98134058
					SPINDLE BROKE OFF NEAR BASE BOTH BEARING RACES LEFT WEAR MARKS ON SPIN				
30029	P01308	B	760306	01580	STEERING LINKAGES-KNUCKL-SPINDL-ARM 68 043 CHEVROLET DIVISION E3 IMPALA	03	C	058674	03102004
					SPINDLE BROKE ACROSS DIAMETER AT BEARING - WHEEL BEARING FROZE				
20005	P00806	B	750818	01580	STEERING LINKAGES-KNUCKL-SPINDL-ARM 70 043 CHEVROLET DIVISION 02 CHEVELLE	03	C	000000	000006000
					STEERING SPINDLE BROKE APPROXIMATELY 1 INCH BELOW THREADS				
50023	P01613	B	760601	02111	SUSPN.INDP.FT. ATTACH.MECHANISMS-STRUT RO 66 043 CHEVROLET DIVISION E3 IMPALA	03	C	068258	54911007
					5/8 IN DIA STRUT ROD BROKE ACROSS CIRC AT THREADS FOR FRONT MOUNT				
30008	P01122	B	751226	02113	SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 75 022 DODGE 9A DODGE TRUCK AND VA CARRY VAN	03	C	018200	32809006
					COIL SPRING BROKE IN 2 PLACES				
50010	P01511	B	760427	02113	SUSPN.INDP.FT. ATTACH.MECH.-SPRING,COIL 73 043 CHEVROLET DIVISION E3 IMPALA	03	C	021570	12603050
					SPRING BROKE 3RD COIL FROM BOTTOM CONTROL ARM				

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20001	P00478	B	750708	02120	SUSPN.INDP.FT. SHOCK ABSORBER 71 010 AMERICAN MOTORS	04 GREMLIN	03	C	037186	053140005
					SHOCK ABSORBER LOWER PLATE BROKE IN HALF					
20007	P00822	B	750827	02120	SUSPN.INDP.FT. SHOCK ABSORBER 65 031 FORD DIVISION	05 MUSTANG	03	C	079233	090027012
					BASE PLATE BROKE AWAY FROM SHOCK					
50014	P01554	C	760507	02120	SUSPN.INDP.FT. SHOCK ABSORBER 73 042 CADILLAC DIVISION	A1 CADILLAC-CALAIS	56	C	036000	36108002
					BOTTOM SHOCK MOUNT BUSHING SHOWS SLIGHT WEAR-NO LEAKS-TOO WEAK FOR CAR					
50014	P01554	B	760507	02120	SUSPN.INDP.FT. SHOCK ABSORBER 73 042 CADILLAC DIVISION	A1 CADILLAC-CALAIS	56	C	036000	36108002
					BOTTOM SHOCK MOUNT BUSHING SHOWS SLIGHT WEAR-NO LEAKS-TOO WEAK FOR CAR					
30004	P01058	B	751206	02120	SUSPN.INDP.FT. SHOCK ABSORBER 74 043 CHEVROLET DIVISION	08 MONTE CARLO	57	C	008307	94122009
					LOWER BUSHING SOME WEAR-TAG SAYS WORN OUT-NO EVIDENCE OF LEAK/BREAKAGE					
30004	P01059	B	751206	02120	SUSPN.INDP.FT. SHOCK ABSORBER 74 043 CHEVROLET DIVISION	08 MONTE CARLO	57	C	008307	94122009
					LOWER BUSHING SOME WEAR-TAG SAYS WORN OUT-NO EVIDENCE OF LEAK/BREAKAGE					
30011	P01141	B	751229	02130	SUSPN.INDP.FT. CONTROL ARM,UNKNOWN TYPE 70 031 FORD DIVISION	08 TORINO	03	C	098000	21237001
					CONTROL ARM BROKE WHERE BALL JOINT ATTACHES-RUST ON BREAK-NO CRACKS					
20003	P00820	B	750827	02130	SUSPN.INDP.FT. CONTROL ARM,UNKNOWN TYPE 69 045 PONTIAC DIVISION	01 FIREBIRD	03	B	050037	090027012
					CONTROL ARM BOLT BROKE CAUSING POOR STEERING					
20013	P00944	B	751024	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					BALL JOINT WORN					

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20015	P00954	B	751024	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	03	C	000000	60626008
					SHANK OF BALL JOINT STUD BROKEN					
50001	P01430	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET,VERTICAL PLAY-GREASE RET BOOT CRACKED					
50001	P01427	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS VERTICAL MOVEMENT IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01428	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE WEAR IN BALL STUD SOCKET-EXCESSIVE VERTICAL MOVEMENT					
50001	P01429	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE PLAY IN BALL STUD SOCKET-EXCESS VERTICAL PLAY-NO EVID OF LUB					
50001	P01426	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					SLIGHT WEAR IN BALL STUD SOCKET-GREASE BOOT CRACKED					
50001	P01425	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCES WEAR IN BALL STUD SOCK-NO LUBE EVIDENT-GREASE BOOT CRACKED					
50001	P01431	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET,VERTICAL PLAY-GREASE RET BOOT CRACKED					
50001	P01432	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	34	C	000000	60626008
					EXCESSIVE VERTICAL MOVEMENT IN BALL STUD SOCKET					

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30004	P01054	B	751206	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		21	C	096249	80226008
					63 010 AMERICAN MOTORS	00 AMERICAN MOTORS				
					SEPARATION OF BALL JOINT AT BALL STUD SOCKET-TORN AT ONE END-NO LUBE					
50011	P01529	B	760501	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		21	C	091500	64110016
					64 031 FORD DIVISION	03 FORD				
					BALL STUD SEP FROM SOCKET, METAL ON SKT CROWN RIPPED IN SIX PLACES					
20017	P00983	B	751108	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		57	C	000000	01749012
					73 031 FORD DIVISION	08 TORINO				
					EXCESSIVE WEAR IN BALL-STUD SOCKET,NO LUBE, JOINT BOTTOM WORE THRU					
30005	P01069	B	751206	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		11	C	072122	92632057
					66 042 CADILLAC DIVISION	81 CADILLAC-DE VILLE				
					BALL JOINT SEPARATED AT BALL STUD SOCKET-PORTION OF SOCKET,BOOT CRACK					
30006	P01113	B	751226	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		09	C	029685	03242005
					74 043 CHEVROLET DIVISION	04 CHEVY II/NOVA				
					BALL JOINT RIPPED-LOST SOME GREASE WEAR NOT EXCESSIVE					
30015	P01238	B	760203	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		03	C	082699	70601309
					69 044 OLDSMOBILE	02 DELTA 88				
					RING OVER BALL SOCKET BENT,TOP OF JOINT DENTED AT ONE POINT					
50019	P01584	B	760601	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN		03	C	032848	02140002
					70 045 PONTIAC DIVISION	A4 TEMPEST/LEMANS GTO				
					JOINT STUD BROKE AT TAPER AT BASE OF THREADS RUINED SPINDLE AND ARM					
20013	P00945	B	751024	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER		57	C	000000	60626008
					00 000 UNKNOWN	00 UNKNOWN				
					EXCESSIVE WEAR OF CONTROL ARM BUSHING					
40003	P01362	B	760329	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER		08	C	058000	53140014
					71 010 AMERICAN MOTORS	01 AMBASSADOR				
					BOTH SIDES OF CONTROL ARM CRACKED AT AREA CONNECTED TO FRAME					

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30025	P01271	B	760207	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 69 031 FORD DIVISION	G3 FORD-LTD	08	C	061056	44107007
					UPPER CONTROL ARM BUSHINGS CRACKED,WORN AND RUSTED-GREASE BOOT CRACKED				
20010	P00928	B	751020	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 68 031 FORD DIVISION	02 FALCON	08	C	000000	60659011
					BOTH UPPER CONTROL ARMS CRACKED IN CENTER-PARALLEL TO CONT. ARM SHAFT				
20010	P00866	B	750925	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 70 031 FORD DIVISION	02 FALCON	03	C	085730	09410002
					UPPER CONTROL ARM BROKE AT BALL JOINT					
20005	P00722	B	750807	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 70 031 FORD DIVISION	08 TORINO	03	C	065000	05240002
					CONTROL ARM BROKE AT SUPPORT BRACKET					
30005	P01062	B	751206	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 75 031 FORD DIVISION	09 GRANADA	03	A	000000	91780010
					UPPER CNTRL ARM BROKE IN TWO AT MIDDLE-RESULT MINOR ACCIDENT					
20017	P00979	B	751108	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 62 033 MERCURY	02 COMET	09	C	000000	32805010
					CONTROL ARM SHAFT & BUSHINGS FROZE,ELONGATED HOLE IN CONTROL ARM					
50013	P01538	B	760507	02141	SUSPN.INDP.FT. CTRL ARM,UPPER-SHAFT,INNER 73 032 LINCOLN	A2 MARK IV	57	C	039965	33004002
					RUBBER PORTION OF BUSHING IS EXCESS WORN					
50017	P01566	C	760512	02141	SUSPN.INDP.FT. CTRL ARM,UPPER-SHAFT,INNER 67 033 MERCURY	03 COUGAR	57	C	060445	90027012
					EXCESS WORN UPPER CTL ARM BUSHINGS-SHAFT HOLE IN ARM IS ELONGATED					
50010	P01482	B	760412	02142	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 00 000 UNKNOWN	00 UNKNOWN	03	C	000000	91605014
					BALL STUD JOINT BROKE 1/2IN.FROM SOCKET-CNTRL ARM ASSEMBLY GOOD CONDIT					

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50002	P01447	B	760401	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		57	C	025545	00000000
					74	010 AMERICAN MOTORS	04 GREMLIN				
						VERY SLIGHT WEAR IN BALL STUD SOCKET-GREESE BOOT SPLIT					
40001	P01326	B	760320	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		21	C	036000	06114006
					70	023 PLYMOUTH	06 VALIANT				
						BALL STUD SEP FROM SOCKET BTM PLATE OF JOINT MISS - NO LUBE EVIDENT					
20011	P00877	B	751008	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		03	C	062090	11204002
					72	031 FORD DIVISION	03 FORD				
						BALL JOINT BROKE & SEPARATED					
20004	P00724	B	750808	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		37	C	015140	014217004
					73	031 FORD DIVISION	04 MAVERICK				
						BALL JOINT NOISY (POSSBL CUT GREASE CUP LET WATER IN JOINT AND RU>):					
30022	P01311	B	760225	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		34	C	079000	90027012
					71	033 MERCURY	05 MONTEGO				
						BALL STUD SOCKET EXHIBITS SOME WEAR LOOSE					
50012	P01532	B	760507	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		21	C	083000	64110016
					68	042 CADILLAC DIVISION	01 CADILLAC				
						BALL STUD FORCED FROM SOCKET-SCRAPE MARKS ON CONTROL ARM PRT O SKT MSG					
20011	P00886	B	751008	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		68	C	096084	92632037
					68	043 CHEVROLET DIVISION	01 CAMARO				
						JAMCO KIT WAS USED WHEN BALL JOINT SHOULD HAVE BEEN REPLACED					
	P00854	C	750919	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		21	C	095605	098499007
					00	043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 1/2 TON PICKUP				
						LEFT UPPER BALL JOINT CAME APART					
20009	P00854	B	750919	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		21	C	095605	098499007
					00	043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 1/2 TON PICKUP				
						RIGHT UPPER BALL-JOINT CAME APART					

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30012	P01174	B	760106	02142		SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT		57	C	046874	098223001
					66	043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN TRUCK				
						BALL JOINT SOCKET WORN THIN-DIRT AND GRIT INSIDE-NEEDED LUBRICATION					
40009	P01417	B	760331	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	60626006
					00	000 UNKNOWN	00 UNKNOWN				
						LWR CONTROL ARM BROKE IN HALF ACROSS WIDTH-NO HEAVY RUST EVIDENT					
20010	P00872	B	750925	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	043214001
					72	010 AMERICAN MOTORS	07 MATADOR				
						LOWER CONTROL ARM BROKE WHERE IT CONNECT TO FRAME					
40005	P01381	B	760330	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	039435	94117018
					74	021 CHRYSLER DIVISION	02 IMPERIAL				
						CONTROL ARM BROKEN AT BALL JOINT-RELEASING JOINT					
20011	P00895	B	751008	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		57	C	020000	17701015
					69	022 DODGE	05 DART				
						LOWER CONTROL ARM WORE OUT IN LESS THAN 20000 MIS					
20011	P00894	B	751008	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		57	C	020000	17701015
					69	022 DODGE	05 DART				
						LOWER CONTROL ARM WORN OUT IN LESS THAN 20000 MIS					
20013	P00910	B	751020	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		09	C	087980	46219002
					69	031 FORD DIVISION	C3 FORD-CNTRY ESQUIRE				
						LOWER CONTROL ARM TORE AT BALL JOINT MOUNTING					
20010	P00925	B	751020	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		08	C	131599	19047001
					68	031 FORD DIVISION	G3 FORD-LTD				
						LOWER CONTROL ARM SPLIT AT OUTER END AT BALL JOINT					
20010	P00896	B	751009	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	37209003
					69	031 FORD DIVISION	G3 FORD-LTD				
						LOWER CONTROL ARM BROKE AT BALL JOINT					

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20017	P00985	B	751108	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		09	C	000000	53511008
					68	031 FORD DIVISION	00 FORD DIVISION				
						LOWER CONTROL ARM TORN AT BALL JOINT-BALL JOINT MOUNTING HOLES TORN					
	P01549	B	760428	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		08	C	060725	94101002
					73	031 FORD DIVISION	05 MUSTANG				
						TOP CROWN OF LOWR CONTRL ARM CRACKED-SUSPECT MTL FATIGUE-NO PART SENT					
50006	P01483	B	760412	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		09	C	057646	91605014
					70	031 FORD DIVISION	91 RANCHERO 500				
						LWR A FRAME TORN AT INNER BUSHING LOCATION-SEPARATED FRM CAR-NO RUBBER					
20010	P00923	B	751020	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		08	C	057000	19944103
					72	032 LINCOLN	02 MARK III				
						CONTROL ARM SPLIT AT OUTER END					
50020	P01567	B	760512	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		43	C	000000	90027012
					66	042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE				
						BALL JOINT FITS LOOSELY IN ARM - INNER SHAFT BUSHING SHOWS WEAR					
	P01232	B	760306	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	000000	53209033
					69	045 PONTIAC DIVISION	B4 LE MANS				
						PART NOT AVAIL - BALL JOINTS WERE REPLACED IN 6/75 POSS EXCESS STRESS					
20009	P00853	B	750919	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		03	C	033900	092627017
					73	125 GRP LOTUS CO LTD	01 LOTUS EUROPA SPEC				
						LEFT LOWER CONTROL ARM BROKE					
	P00853	C	750919	02150		SUSPN.INDP.FT. CONTROL ARM-LOWER		08	C	033900	092627017
					73	125 GRP LOTUS CO LTD	01 LOTUS EUROPA SPEC				
						RIGHT LOWER CONTROL ARM CRACKED					
	P01361	B	760329	02152		SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT		57	C	000000	53140014
					71	010 AMERICAN MOTORS	06 JAVELIN				
						EXCESSIVE WEAR ON LOWER BALL JOINT					

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20013	P00953	B	751024	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 00 020 CHRYSLER MOTORS	00 CHRYSLER MOTORS	57	C	000000	60626006
					LOWER BALL JOINTS LOOSE IN SOCKET					
30012	P01175	B	760106	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 69 022 DODGE	05 DART	57	C	068708	09822306I
					SOCKET WORN THIN-RIPPED-LITTLE EVIDENCE OF LUBRICATION					
20009	P00873	B	750925	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 72 023 PLYMOUTH	05 SATELLITE	03	C	024857	016503010
					CAP BROKE OUT OF UPPER BALL JOINT-CAUSING IT TO FALL APART					
20013	P00917	B	751020	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 74 023 PLYMOUTH	06 VALIANT	33	C	018420	15650013
					VERTICLE PLAY IN BALL JOINT SOCKET					
	P01464	B	760406	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 70 031 FORD DIVISION	G3 FORD-LTD	21	C	000000	64109015
					NO PART SENT - SHOP COMMENT IS BALL JOINT CAME OUT					
50008	P01505	B	760427	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 74 041 BUICK	Z6 GRAN SPORT APOLLO	57	C	016561	44114014
					BALL JOINTS EXCESSIVELY WORN-AS SHOWN BY INDICATOR					
50004	P01467	B	760405	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 71 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	03	C	064000	36106002
					TOP THREADED SECTION OF BALL STUD BROKEN AT BASE OF THREADS					
50002	P01436	B	760401	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 71 043 CHEVROLET DIVISION	E0 PICK-UP MODELS	21	C	000000	79605001
					BALL STUD SEPARATED FRM SOCKET AND DENTED-GREESE BOOT MISSING					
40005	P01360	B	760330	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 69 043 CHEVROLET DIVISION	01 CAMARO	03	C	038000	01851013
					THREADED SECTION OF BALL JOINT USED TO SECURE TO LOWER A FRAME BROKE					

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30017	P01244	B	760203	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 69 043 CHEVROLET DIVISION	01 CAMARO	03	C	079172	46204013
					THREADED PORTION OF STUD BROKE AT BASE - SOCKET HAS EXCESSIVE PLAY					
30022	P01282	B	760214	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 73 043 CHEVROLET DIVISION	09 VEGA	03	C	015213	50021001
					BALL JOINT STUD BROKEN - GREASE RETAINING BOOT SPLIT AND MISSING					
	P00854	E	750919	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 00 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 1/2 TON PICKUP	57	C	095605	098499007
					LEFT LOWER BALL JOINT WORE EXCESSIVELY					
	P00854	D	750919	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 00 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 1/2 TON PICKUP	57	C	095605	098499007
					RIGHT LOWER BALL JOINT WORE EXCESSIVELY					
50008	P01508	B	760427	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 68 044 OLDSMOBILE	01 CUTLASS	03	C	051200	23701047
					BALL JOINT STUD BROKE AT BASE OF THREADS					
50002	P01448	B	760401	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 72 045 PONTIAC DIVISION	84 LE MANS	03	C	076407	00000000
					STUD BROKEN AT TOP,THREADED SECTION-MOVEMENT STIFF IN SOCKET					
20002	P00463	B	750710	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 69 155 VOLKSWAGEN	00 VOLKSWAGEN	57	B	000000	091605014
					LOWER BALL JOINT WORE EXCESSIVELY					
50022	P01601	B	760607	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 71 181 AB VOLVO	01 VOLVO	44	C	044000	06114008
					BALL STUD STIFF IN SOCKET - NO GREASE FITTING ON JOINT					
50022	P01601	C	760607	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 71 181 AB VOLVO	01 VOLVO	21	C	044000	06114008
					BALL STUD SEPARATED FROM SOCKET BOOT IS CRACKED BALL ON STUD CORRODED					

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30004	P01056	B	751206	02160	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 67 033 MERCURY	04 MERCURY	03	C	065400	40503002
					BOLT SECTION OF SPINDLE,TO WHICH HUB ATTACHES,BROKE OFF-CROSS SECTION					
20007	P00831	B	750828	02160	SUSPN.INDP.FT. SPINDLE-KNUCKLE,STEERING 74 043 CHEVROLET DIVISION	F2 CHEVELLE LAGUNA	34	C	023025	019380005
					LOOSE IN BALL JOINT					
50015	P01558	B	760507	02170	SUSPN.INDP.FT. -BEARING WHEEL 00 000 UNKNOWN	00 UNKNOWN	44	C	000000	00000000
					FRONT WHEEL BEARINGS-VERY SLIGHT WEAR ON BEARINGS AND RACES-TAG ILLGBL					
	P00829	B	750827	02170	SUSPN.INDP.FT. -BEARING WHEEL 72 021 CHRYSLER DIVISION	A1 NEWPORT	37	C	040000	068510002
					WHEEL BEARING NOISY					
20007	P00451	B	750722	02170	SUSPN.INDP.FT. -BEARING WHEEL 74 031 FORD DIVISION	G3 FORD-LTD	57	C	000000	094133032
					RIGHT FRONT WHEEL BEARING WORE EXCESSIVELY					
20007	P00824	B	750827	02170	SUSPN.INDP.FT. -BEARING WHEEL 65 031 FORD DIVISION	05 MUSTANG	57	D	079381	068510002
					WHEEL BEARINGS WORE EXCESSIVELY, POSSIBLY CAUSE OVER SIZE TIRES & WH					
20007	P00823	B	750827	02170	SUSPN.INDP.FT. -BEARING WHEEL 72 032 LINCOLN	01 CONTINENTAL	21	C	039482	068510002
					BEARING CAME APART, RACE & SEAL BROKE, VEH. ALMOST LOST WHEEL					
20004	P00459	B	750729	02170	SUSPN.INDP.FT. -BEARING WHEEL 72 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	33	B	000000	081003001
					FRONT WHEEL BEARING LOCKED-UP CAUSING POWER STEERING BELT TO BRAKE					
30004	P01057	B	751206	02224	SUSPN.I BEAM,SLD,FT:U BOLT-SPRNG TO I BEA 66 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 1/2 TON	03	C	000000	40503002
					U-BOLT BROKE IN 2 PLACES-CROSS SECTIONALLY AT POINT ON U-BEND					

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40002	P01344	B	760324	02240		SUSPN.I BEAM,SLD,FT: SHOCK ABSORBER		32	C	002714	02140002
					74	022 DODGE	9A DODGE TRUCK AND VA D-300				
						SHOCK LEAKS FLUID					
20005	P00797	B	750813	02250		SUSPN.I BEAM,SLD,FT: SPINDLE - KNUCKLE		03	C	068204	091605014
					69	010 AMERICAN MOTORS	09 JEEP				
						RIGHT STEERING ARM BROKE					
20005	P00805	B	750814	02260		SUSPN.I BEAM,SLD,FT: BEARING, WHEEL		44	C	000000	045406001
					00	022 DODGE	9A DODGE TRUCK AND VA M300 MOTOR HOME				
						POOR PERFORMANCE OF WHEEL BEARING(FAIL PART TAG ILLEGIBLE)					
50013	P01549	B	760507	02360		SUSPN.TWN I-BM,FT-SPINDLE-KNUCKLE STEERIN		57	C	027011	12601026
					73	031 FORD DIVISION	9B F1CO 2DR CONV. PU F-100				
						EXCESS WEAR ON INNER SURFACE OF METAL END BUSHING PLATE					
30007	P01097	B	751224	02400		SUSPENSION SINGLE AXLE,REAR		02	C	000716	98944004
					71	031 FORD DIVISION	06 PINTO				
						MOUNTING HOLE FOR SPRING ASSEMBLY BENT INWARD-WEAK STEEL					
20004	P00461	B	750729	02420		SUSPN.SGL AXL R-CONTROL ARM		03	A	000000	078400011
					00	031 FORD DIVISION	G3 FORD-LTD				
						LOWER CONTROL ARM BROKE					
20015	P00956	B	751024	02420		SUSPN.SGL AXL R-CONTROL ARM		03	C	000000	60626008
					66	043 CHEVROLET DIVISION	00 CHEVROLET DIVISION				
						BREAK IN CENTER OF ARM					
20001	P00477	B	750708	02420		SUSPN.SGL AXL R-CONTROL ARM		49	B	057520	053140005
					69	043 CHEVROLET DIVISION	06 CORVETTE				
						LEFT REAR CONTROL ARM RUSTED AND BROKE					
20017	P00984	B	751108	02420		SUSPN.SGL AXL R-CONTROL ARM		09	C	068785	23229005
					73	043 CHEVROLET DIVISION	08 MONTE CARLO				
						REAR CONTROL ARM SHAFT AT AXLE HOUSING TORE OUT OF ONE SIDE OF CONTARM					

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40010	P01348	B	760324	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 71 031 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	000000	36104001
					COIL SPRING BROKE IN TWO PIECES NEAR CENTER OF COILS					
	P00852	B	750919	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 68 031 FORD DIVISION	02 FALCON	03	C	042276	044310008
					CONTROL ARM RUSTED & BROKE					
20009	P00851	B	750919	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 73 031 FORD DIVISION	08 TORINO	03	C	000000	023229005
					REAR COIL SPRING					
20009	P00838	B	750905	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 72 033 MERCURY	04 MERCURY STATION WAGON	03	C	048812	085004002
					BROKEN REAR COIL SPRIN-MANUFACTURED BAD OR COLD					
40010	P01407	B	760331	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 74 033 MERCURY	05 MONTEGO	03	C	011205	12601050
					COIL SPRING BROKEN AT END LIGHT LAYER OF RUST ON SPRING					
40010	P01407	C	760331	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 74 033 MERCURY	05 MONTEGO	03	C	011205	12601050
					COIL SPRING BROKEN AT END LIGHT LAYER OF RUST ON SPRING					
40010	P01327	B	760320	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 75 041 BUICK	04 LE SABRE	03	C	014692	36104001
					REAR COIL SPRING CRACKED AND BROKEN NEAR END					
20015	P00965	B	751030	02450	SUSPN.SGL AXL R-SPRING,COIL&ATTACHMENTS 73 044 OLDSMOBILE	06 98	03	C	000000	040203001
					SPRING CRACKED					
20013	P00935	B	751024	02460	SUSPN.SGL AXL R-SHOCK ABSORBER 00 000 UNKNOWN	00 UNKNOWN	03	C	000000	60626008
					MOUNTING BRACKET BROKEN OFF SHOCK					

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50014	P01554	D	760507	02460	SUSPN.SGL AXL R-SHOCK ABSORBER 73 042 CADILLAC DIVISION	A1 CADILLAC-CALAIS	56	C	036000	36108002
					SHOCK MOUNT BUSHINGS AT BOTH ENDS SHOW WEAR-TOP MT BENT SLIGHTLY-NO LK					
50014	P01554	E	760507	02460	SUSPN.SGL AXL R-SHOCK ABSORBER 73 042 CADILLAC DIVISION	A1 CADILLAC-CALAIS	56	C	036000	36108002
					SHOCK MOUNT BUSHINGS AT BOTH ENDS WORN-NO LEAKS-SHOCK TOO WEAK FOR CAR					
30004	P01060	B	751206	02460	SUSPN.SGL AXL R-SHOCK ABSORBER 74 043 CHEVROLET DIVISION	08 MONTE CARLO	57	C	008307	094122009
					TAG SAYS WORN OUT-BUSHINGS SOME WEAR-NO EVIDENCE OF LEAKS OR BREAKAGE					
30004	P01061	B	751206	02460	SUSPN.SGL AXL R-SHOCK ABSORBER 74 043 CHEVROLET DIVISION	08 MONTE CARLO	57	C	008307	94122009
					BUSHINGS SOME WEAR-SHOCKS STILL RESISTANT-SHOP CLAIMS WORN OUT					
	P01147	B	751229	02620	WHEELS, SINGLE 73 022 DODGE	9A DODGE TRUCK AND VA VAN	08	C	040175	98036056
					RIGHT FRONT RIM CRACKED JUST OUTSIDE OF LUG BOLTS,ON RIDGE-NO PART SEN					
30009	P01073	B	751223	02620	WHEELS, SINGLE 67 023 PLYMOUTH	C4 FURY III	08	C	101951	68510002
					WHEEL HAS 12INCH CRACK ON INBOARD SIDE-TIRE MAY HAVE CAUSED CRACK					
	P01335	B	760324	02620	WHEELS, SINGLE 76 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	03	B	005000	63105001
					CRACK AROUND 2/3 CIRC OF WIRE WHEEL CENTER DISC&CRACK AT WELD AT 60MPH					
	P00485	B	750708	02621	WHEELS SNGL-RIM BASE 70 176 TOYOTA MOTR CO LTD	01 TOYOTA	08	C	054000	093701023
					WHEEL CRACKED AT SPOKES					
30001	P01008	B	751118	02622	WHEELS SNGL-DISC-SPIDER 73 023 PLYMOUTH	A6 VALIANT-DUSTER	03	C	032521	11204002
					RIM BROKE AT WELDS-CENTER PORTION BROKE AWAY FROM RIM					

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30008	P01116	B	751226	02626	WHEELS SNGL-CAP-COVER,HUB 67 043 CHEVROLET DIVISION	E3 IMPALA	08	C	100000	01605008
					CRACK ON INBOARD SURFACE OF WHEEL HUB-POSSIBLY DUE TO IMPACT					
20006	P00930	B	751020	02631	WHEELS MULTI-RIM BASE 70 031 FORD DIVISION	H3 FORD-GALAXIE 500	08	C	056268	98270095
					RIM CRACKED INNER SIDE AT RIM BASE-CRACK APPROX. 8 INCHES LONG					
50005	P01474	B	760407	02637	WHEELS MULTI-OTHER 73 W37 WHITE MOTOR CORP.	02 WHITE TRUCK FRT-LINER	03	C	190000	65802014
					CAST METAL 10 BOLT HUB BROKE AWAY FROM CENTER AND INTO FOUR PIECES					
	P00969	B	751020	02700	TIRES 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	05070200
					TIRE BRANDS WITH FREQUENT FAILURES OR CAUSING POOR HANDLING COND.					
40008	P01410	B	760401	03213	BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT 69 023 PLYMOUTH	04 FURY	03	C	104000	63105001
					PLASTIC HOUSING ON SWITCH CRACKED&BROKEN-1 ELEC TERMINAL BROKEN					
20004	P00723	B	750807	03213	BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT 70 031 FORD DIVISION	9A FORD TRUCK AND VAN F350	28	C	089000	052404002
					BRAKE LIGHT SWITCH INOPERATIVE WHEN ACTUATED ON VEHICLE					
30022	P01283	B	760214	03213	BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT 68 174 NISSAN MTR CO LTD	91 PICKUP TRUCK PICK-UP	73	C	071650	98108037
					SHORT IN HYDRAULIC TYPE SWITCH					
50007	P01493	B	760414	03214	BRAKES HYDRAULIC-OTHER 72 031 FORD DIVISION	9B F100 2DR CONV. PU PU-F100	01	C	002785	93305062
					AIR BUBBLES ON INTERIOR WALL OF WHEEL CYLINDER-CASTING FLAW					
50007	P01499	B	760414	03214	BRAKES HYDRAULIC-OTHER 72 049 GMC	9E JIMMY 4X4	28	C	033730	55805004
					NO VISIBLE SIGNS OF FAILURE-POSSIBLE INTERNAL MALFUNCTION					

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40001	P01318	B	760320	03221	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 75 010 AMERICAN MOTORS	0A PACER	04	C	000000	90027113
					5116" HOSE-DETERIORATED AT ONE END					
40002	P01341	B	760324	03221	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 69 033 MERCURY	E4 MERCURY-MONTEREY	49	C	058000	92632025
					SOME DETERIORATION INSIDE HOSE - HOSE SPLIT LENGTHWISE FOR INSPECTION					
20005	P00719	B	750806	03221	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 71 042 CADILLAC DIVISION	C1 CADILLAC-BROUGHAM	76	C	057271	095207019
					VACUUM HOSE COLLAPSED					
50007	P01491	B	760414	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 65 010 AMERICAN MOTORS	A9 JEEP WAGONEER JEEP	03	C	101581	85004002
					PLASTIC COVER ON CHECK VALVE BROKEN					
30010	P01137	B	751229	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 69 031 FORD DIVISION	G3 FORD-LTD	03	C	089111	91042007
					1/6 OF UPPER RIM OF VALVE BROKE OFF ALLOWING VALVE TO COME APART-CRACK					
40004	P01397	B	760331	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 67 031 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	067313	63301003
					SMALL CONNECTOR BROKEN OFF-LARGER HOSE IS INTACT,BUT HARD WITH AGE					
30003	P01034	B	751122	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 69 031 FORD DIVISION	00 FORD DIVISION	03	C	063322	32205026
					TOP COVER BROKEN OFF, SIDE CRACKED, VALVE IS PLASTIC					
30011	P01159	B	760106	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 75 031 FORD DIVISION	9A FORD TRUCK AND VAN F600	03	C	024572	70130001
					PLASTIC CHECK VALVE BROKE AT BASE OF THE BOWL INTO EIGHT PIECES					
	P00795	B	750812	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 00 040 GENERAL MOTORS	00 GENERAL MOTORS	28	C	000000	070130001
					VACUUM CHECK VALVE INOPERATIVE-POWER UNIT FAILURE					

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20001	P00469	B	750710	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 72 043 CHEVROLET DIVISION	02 CHEVELLE	03	B	022360	063105001
					VACUUM CONTROL VALVE BROKE AND CAUSED PARTIAL LOSS OF SERVICE BRAKES					
30003	P01036	B	751122	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 68 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	083351	32205026
					TOP OF VALVE W/VACUUM HOSE FITTING SEPARATED FROM BODY OF VALVE					
30003	P01035	B	751122	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 69 044 OLDSMOBILE	00 OLDSMOBILE	03	C	067800	32205026
					TOP BROKEN OFF, SIDE CRACKED,VACUUM HOSE FITTING CRACKED-PLASTIC VALVE					
30007	P01103	B	751226	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 69 044 OLDSMOBILE	06 98	15	C	047925	198C2003
					TIP RIM SECTION BROKEN OFF-RIM HAS CRACKS ON ENTIRE CIRCUMFERENCE					
30010	P01136	B	751229	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 70 045 PONTIAC DIVISION	84 LE MANS	08	C	000000	91042007
					POWER BRAKE CHECK VALVE RIM IS CRACKED-NUMEROUS OTHER CRACKS ON RIM					
30006	P01092	B	751224	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 67 045 PONTIAC DIVISION	01 FIREBIRD	03	C	059257	90027012
					UPPER LIP OF CHECK VALVE PLASTIC APPEARS BRITTLE AND CORRODED					
	P00807	B	750814	03224	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 73 040 GENERAL MOTORS	00 GENERAL MOTORS	08	C	000000	032805010
					FLUID LEAKING BACK INTO BOOSTER UNIT CAUSING DIAPHRAGM TO SPLIT					
	P01225	B	760205	03224	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 71 044 OLDSMOBILE	00 OLDSMOBILE	08	C	055215	19380005
					POWER BRAKE BOOSTER SEPERATED IN HALF - NO PART SENT					
	P00875	B	750919	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	031401020
					FAIL PART TAG SOAKED WITH BRAKE FLUID-UNREADABLE					

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	P00874	B	750919	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	031401020
					FAIL PART TAG SOAKED WITH BRAKE FLUID-UNREADABLE					
20009	P00905	B	751008	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	19047004
					FAIL PART TAG SOAKED WITH FLUID-UNREADABLE					
	P00904	B	750808	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	063105001
					FAIL PART TAG SOAKED WITH FLUID-UNREADABLE					
30012	P01213	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	C	000000	23513001
					SUSPECT INTERNAL LEAKAGE - MASTER CYLINDER RESERVOIRS DIRTY					
30012	P01164	B	760106	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	00	A	000000	23513001
					BARRELS VERY DIRTY-BRAKE FLUID CAUSED INK ON TAG TO RUN-NOW UNREADABLE					
30001	P00996	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	55103001
					MASTER CYLINDER CONTAMINATED W/ DIRT-NO DATA CARD RECEIVED					
30001	P00995	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	55103001
					MASTER CYLINDER CONTAMINATED W/ DIRT-COVER GASKET TORN-NO DATA CARD					
30003	P01037	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	13	C	000000	00000000
					DIRT EVIDENT IN DUAL MSTR CYL RESERVOIRS AND AT LINE CONNECTION					
50009	P01519	B	760419	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	51106004
					NO VISIBLE DEFECTS-POSSIBLE INTERNAL DEFECT					

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50015	P01555	B	760507	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	00000000
					BRAKE MASTER CYL-SUSPECT INTERNAL MALFUNCTION-OUTSIDE NORM-TAG ILLEGBL					
50015	P01557	B	760507	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	00000000
					BRAKE MASTER CYL-SUSPECT INTERNAL MALFUNCTION-OUTSIDE NORM-TAG ILLEGBL					
50015	P01556	B	760507	03230	BRKS.HYDRAULIC-MSTR CYL 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	00000000
					BRAKE MASTER CYL-SUSPECT INTERNAL MALFUNCTION-OUTSIDE NORM-TAG ILLEGBL					
50005	P01473	B	760407	03230	BRKS.HYDRAULIC-MSTR CYL 69 010 AMERICAN MOTORS	A6 AMX	19	C	083894	63105001
					PROBABLE INTERNAL MALFUNCTION-RESERVIOR DIRTY-POSSIBLE FLUID BY-PASS					
30024	P01270	B	760207	03230	BRKS.HYDRAULIC-MSTR CYL 70 010 AMERICAN MOTORS	05 HORNET	28	C	045953	51106004
					NO VISIBLE DEFECTS - SUSPECT INTERNAL LEAKAGE					
50022	P01609	B	760601	03230	BRKS.HYDRAULIC-MSTR CYL 72 010 AMERICAN MOTORS	05 HORNET	19	C	036020	19047004
					EXTERNAL APPEAR NORM REAR CUP IS EXPANDED RESERVOIR APPEARS CLEAN					
30016	P01229	B	760203	03230	BRKS.HYDRAULIC-MSTR CYL 74 010 AMERICAN MOTORS	05 HORNET	28	C	000000	63105001
					PROBABLE INTERNAL LEAKAGE - NO SPECIFICS					
40007	P01402	B	760331	03230	BRKS.HYDRAULIC-MSTR CYL 71 010 AMERICAN MOTORS	06 JAVELIN	28	C	044496	63105001
					PROBABLE INTERNAL MALFUNCTION-RESERVOIR DIRTY-CONTAMINATED-NO VISABLE					
50003	P01459	B	760406	03230	BRKS.HYDRAULIC-MSTR CYL 64 021 CHRYSLER DIVISION	A1 NEWPORT	49	C	089000	68510002
					WALLS OF CYLINDER AND RESERVOIR LIGHTLY CORRODED					

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30005	P01065	B	751206	03230	BRKS.HYDRAULIC-MSTR CYL 67 021 CHRYSLER DIVISION	A1 NEWPORT	28	C	087064	19020002
					POSSIBLE INTERNAL LEAKAGE					
30003	P01040	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 66 021 CHRYSLER DIVISION	A1 NEWPORT	28	C	042598	55103001
					EXTERIOR OF DUAL MSTR CYL APPEARS OK-INTERNAL PROBLEM					
40006	P01394	B	760331	03230	BRKS.HYDRAULIC-MSTR CYL 69 021 CHRYSLER DIVISION	D1 300	44	C	061930	63105001
					POSS INTERNAL LEAKAGE BTWN CYL WALL & PISTONS NO VISABLE DEFECTS					
30007	P01107	B	751226	03230	BRKS.HYDRAULIC-MSTR CYL 70 022 DODGE	A5 DART-CUSTOM	00	A	000000	000000000
					BARREL IS EXTREMELY DIRTY-RUBBER BOOT ON SHAFT RIPPED-MANUAL BRKS					
30023	P01621	B	760607	03230	BRKS.HYDRAULIC-MSTR CYL 70 022 DODGE	A6 MONACO-POLARA	28	C	072811	51106004
					EXTERNAL APPEARANCE NORMAL SUSPECT INTERNAL MALFUNCTION					
30026	P01313	B	760206	03230	BRKS.HYDRAULIC-MSTR CYL 65 022 DODGE	05 DART	32	C	076490	90027012
					SHOP CLAIMS SECONDARY CUP LEAKING					
30023	P01312	B	760206	03230	BRKS.HYDRAULIC-MSTR CYL 66 022 DODGE	05 DART	28	C	047581	90027012
					SUSPECT INTERNAL LEAKAGE					
30017	P01243	B	760203	03230	BRKS.HYDRAULIC-MSTR CYL 69 022 DODGE	05 DART	49	C	109987	46204013
					INNER WALL OF CYLINDER RUSTED AND GROOVED					
20011	P00901	B	751008	03230	BRKS.HYDRAULIC-MSTR CYL 70 022 DODGE	05 DART	19	C	029593	66607011
					BRAKES FADE, NO PEDAL WHEN PRESSURE IS APPLIED					

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30014	P01316	B	760225	03230	BRKS.HYDRAULIC-MSTR CYL 72 022 DODGE	05 DART	44	C	044000	47710001
					POSS INTERNAL LEAKAGE - TAG NOT READABLE					
1	P01139	B	751229	03230	BRKS.HYDRAULIC-MSTR CYL 71 022 DODGE	06 MONACO	19	C	044471	30501001
					CYLINDER BARREL HAS A LITTLE RUST, MUCH DIRT,PRIMARY CUPS FAILED					
30010	P01132	B	751228	03230	BRKS.HYDRAULIC-MSTR CYL 70 023 PLYMOUTH	A6 VALIANT-DUSTER	32	C	084598	90027012
					EXTERIOR OF MSTR CYLINDER OK-POSSIBLE INTERNAL LEAK OR PRIMARY CUP LEA					
50002	P01444	B	760401	03230	BRKS.HYDRAULIC-MSTR CYL 72 023 PLYMOUTH	A6 VALIANT-DUSTER	32	C	035737	23513001
					INTERNAL LEAKAGE OF SECONDARY SEAL RESULTS IN BRAKE LOSS					
40008	P01411	B	760401	03230	BRKS.HYDRAULIC-MSTR CYL 73 023 PLYMOUTH	A6 VALIANT-DUSTER	28	C	053497	23513001
					BRK MSTR CYL RESERVOIR DIRTY-NO EXTERNAL-DAMAGE-POSS INTERNAL MALFUNCT					
40006	P01392	B	760331	03230	BRKS.HYDRAULIC-MSTR CYL 71 023 PLYMOUTH	C5 ROAD RUNNER	49	C	000000	29611001
					SOME CORROSION IS PRESENT ON CYLINDER WALL OF MASTER CYLINDER					
40006	P01386	B	760330	03230	BRKS.HYDRAULIC-MSTR CYL 72 023 PLYMOUTH	H4 FURY GRAN COUPE	32	C	057641	19802003
					NO VISABLE DEFECTS, POSS INTERNAL BYPASS					
30006	P01082	B	751224	03230	BRKS.HYDRAULIC-MSTR CYL 69 023 PLYMOUTH	04 FURY	49	C	059522	30501001
					SOME RUST SPOTS ON INTERIOR OF BARREL-FLUID REMAINING ON SIDES DIRTY					
30026	P01307	B	760306	03230	BRKS.HYDRAULIC-MSTR CYL 69 023 PLYMOUTH	04 FURY	28	C	017713	79605020
					INTERNAL LEAK,RUSTED					

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50023	P01612	B	760601	03230	BRKS.HYDRAULIC-MSTR CYL 71 023 PLYMOUTH	04 FURY	28	C	068520	54911007
					NO VISIBLE DEFECTS POSS INTERNAL MALFUNCTION					
30003	P01027	B	751119	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	A0 ECONOLINE SERIES E-300	32	C	000000	29611001
					DIRT IN BOTTOM OF MSTR CYL-BOOT LIP CRACKED-SECTION MISSING					
50006	P01489	B	760414	03230	BRKS.HYDRAULIC-MSTR CYL 75 031 FORD DIVISION	B6 PINTO WAGON	00	C	020477	23513001
					NO VISIBLE DEFECTS - POSSIBLE INTERNAL MALFUNCTION					
30014	P01315	B	760225	03230	BRKS.HYDRAULIC-MSTR CYL 73 031 FORD DIVISION	D3 FORD-CUSTOM	44	C	104386	47710001
					POSS INTERNAL LEAKAGE - TAG NOT READABLE					
30003	P01028	B	751119	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	G3 FORD-LTD	28	C	000000	29611001
					FILM IN BOTTOM OF MSTR CYL RESERVOIR-1 PISTON CUP TORN					
30014	P01205	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 71 031 FORD DIVISION	G3 FORD-LTD	32	C	059623	23513001
					SECONDARY SEAL LEAKING - NO BRAKES - MASTER CYLINDER RESEVOIR DIRTY					
30011	P01221	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 71 031 FORD DIVISION	G3 FORD-LTD	28	C	064206	63105001
					NO BREAKS - SUSPECT INTERNAL LEAKAGE					
30014	P01314	B	760225	03230	BRKS.HYDRAULIC-MSTR CYL 00 031 FORD DIVISION	00 FORD DIVISION	44	C	000000	47710001
					POSS INTERNAL LEAKAGE TAG NOT READABLE					
30003	P01039	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	00 FORD DIVISION	28	C	000000	55103001
					DIRT IN DUAL MSTR CYL RESERVOIR-BOOT CRACKED-POSSIBLE INTERNAL PROBLEM					

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20017	P00993	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 69 031 FORD DIVISION	01 FAIRLANE	28	C	050770	30501001
					MASTER CYLINDER APPEARS DIRTY, CONTAMINATED WITH SOME RUST					
30016	P01228	B	760203	03230	BRKS.HYDRAULIC-MSTR CYL 69 031 FORD DIVISION	01 FAIRLANE	28	C	052765	63105001
					PROBABLE INTERNAL LEAKAGE - NO SPECIFICS					
30016	P01235	B	760203	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	04 MAVERICK	28	C	080517	00000000
					PISTON CYLINDER WALL ROUGH AND FLUID DIRTY - SEALS AND CASING INTACT					
20002	P00484	B	750708	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	04 MAVERICK	44	C	028392	090301029
					MASTER CYL.-CYL. TO CYL. BY PASS NOT OPERATING PROPERLY					
50021	P01595	B	760607	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	04 MAVERICK	28	C	024256	14607007
					EXTERNAL APPEARANCE NORMAL SUSPECT INT MALFUNCTION-REAR BRAKES SEIZED					
30013	P01211	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 71 031 FORD DIVISION	04 MAVERICK	33	C	034320	14607007
					BRAKES LOCKED PEDAL GOES DOWN WHILE HOLDING PRESSURE					
30014	P01204	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	04 MAVERICK	44	C	031166	23513001
					PEDAL BLEEDS DOWN AT STOP - POSSIBLE INTERNAL LEAKAGE					
30004	P01045	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	04 MAVERICK	28	C	055493	19020002
					DUAL MSTR CYL HAS DIRT ON EXTERIOR,RESERVOIRS, LINE CONNECTIONS					
30006	P01088	B	751224	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	05 MUSTANG	76	C	080784	90027012
					PRIMARY CUP CAUSED LOSS OF FLUID,PRESSURE					

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50003	P01463	B	760406	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	05 MUSTANG	49	C	052011	68510002
					RUST IN RESERVOIR AND CYLINDER-LOST ALL PRESSURE					
30014	P01206	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 69 031 FORD DIVISION	08 TORINO	44	C	023846	000000000
					BRAKE BLEEDS DOWN - SUSPECT INTERNAL LEAKAGE					
50021	P01593	B	760607	03230	BRKS.HYDRAULIC-MSTR CYL 70 031 FORD DIVISION	08 TORINO	28	C	069992	29611001
					RIDGES WORN IN CYL SOME CORROSION, POSS LEAKAGE PAST CUPS CAUSD FAIL					
50014	P01551	B	760507	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	08 TORINO	49	C	038487	29611001
					SLIGHT CORROSION ON CYL WALLS-FLUID APPEARS CONTAMINATED-RUST COLORED					
30008	P01119	B	751226	03230	BRKS.HYDRAULIC-MSTR CYL 66 031 FORD DIVISION	9A FORD TRUCK AND VAN PICKUP	00	C	080000	98036056
					SECOND MASTER CYLINDER TO FAIL-BARRELS VERY DIRTY					
30024	P01264	B	760207	03230	BRKS.HYDRAULIC-MSTR CYL 71 031 FORD DIVISION	9A FORD TRUCK AND VAN TRUCK	28	C	018600	23513001
					FLUID DIRTY - SUSPECT INTERNAL LEAKAGE - NO VISIBLE DEFECTS					
20017	P00992	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 73 031 FORD DIVISION	9A FORD TRUCK AND VAN F350	28	C	022234	30501001
					INTERNAL DAMAGE OR CONTAMINATION TO PORTS OR CUPS-SEALS					
30005	P01075	B	751224	03230	BRKS.HYDRAULIC-MSTR CYL 72 031 FORD DIVISION	9B F100 2DR CONV. PU F100	32	C	042672	55103001
					MSTR CYLINDER LEAKS THRU COVER-RUBBER BOOT ON CYL SHAFT RIPPED					
50016	P01564	B	760512	03230	BRKS.HYDRAULIC-MSTR CYL 73 032 LINCOLN	A2 MARK IV	28	C	052799	90027012
					APPEARS NORMAL-SUSPECT INTERNAL MALFUNCTION (CUP LEAKAGE)					

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30007	P01110	B	751226	03230	BRKS.HYDRAULIC-MSTR CYL 68 032 LINCOLN	01 CONTINENTAL	44	C	040910	19020002
					OWNER COMPLAINS NO BRAKES ON LIGHT PRESSURE-BARREL IS DIRTY					
30012	P01163	B	760106	03230	BRKS.HYDRAULIC-MSTR CYL 70 033 MERCURY	C4 MERCURY-MARQUIS	19	A	043993	023513001
					FLUID IN BARRELS AND BARRELS THEMSELVES CLEAN-NO RUST-POSS.CUP FAILURE					
30004	P01046	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 73 033 MERCURY	C4 MERCURY-MARQUIS	28	C	083013	70601002
					DUAL MSTR CYL-DIRT AT LINE CONNECTIONS-INTERNAL MALFUNCTION					
20017	P00994	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 67 033 MERCURY	E4 MERCURY-MONTEREY	28	C	023468	63105001
					MASTER CYLINDER CONTAMINATED W/ DIRT					
30006	P01089	B	751224	03230	BRKS.HYDRAULIC-MSTR CYL 67 033 MERCURY	F4 MERCURY-PARKLANE	32	C	096001	90027012
					MSTR CYLINDER HAS BLACK DEPOSITS IN BARREL-NO TESTS ON INTERNAL LEAK					
30010	P01125	B	751226	03230	BRKS.HYDRAULIC-MSTR CYL 72 033 MERCURY	01 CAPRI	19	C	048261	63015001
					NO BRAKES,BARRELS RELATIVELY CLEAN,POSSIBLE LEAK FROM PLASTIC BARRELS					
50016	P01566	B	760512	03230	BRKS.HYDRAULIC-MSTR CYL 67 033 MERCURY	03 COUGAR	28	C	060445	90027012
					NORMAL APPEARANCE - SUSPECT INTERNAL MALFUNCTION (CUP LEAKAGE)					
40008	P01409	B	760401	03230	BRKS.HYDRAULIC-MSTR CYL 72 033 MERCURY	03 COUGAR	28	C	038469	63105001
					NO EXTERNAL DEFECTS VISIBLE-RESERVOIR DIRTY-SUSPECT INTERNAL MALFUNCTN					
3003	P01029	B	751119	03230	BRKS.HYDRAULIC-MSTR CYL 68 033 MERCURY	04 MERCURY	49	C	086031	29611001
					INTERNAL CORROSION					

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30028	P01311	C	760225	03230	BRKS.HYDRAULIC-MSTR CYL 71 033 MERCURY	05 MONTEGO	32	C	079000	90027012
					NO VISIBLE DEFECT SUSPECT INTERNAL LEAKAGE					
50023	P01619	B	760607	03230	BRKS.HYDRAULIC-MSTR CYL 67 041 BUICK	04 LE SABRE	28	C	067306	51106004
					APPEARANCE IS NORMAL SUSPECT INTERNAL MALFUNCTION					
20017	P00978	B	751108	03230	BRKS.HYDRAULIC-MSTR CYL 74 043 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	07	C	025372	14607007
					BROKEN PISTON LOCK RING-POSSIBLE CONTAMINATION OF METAL IN MASTER CYL					
30011	P01153	B	751229	03230	BRKS.HYDRAULIC-MSTR CYL 73 043 CHEVROLET DIVISION	A9 VEGA NOTCHBACK	00	C	008202	19020028
					DENT IN LIP OF MSTR CYL,BARRELS CLEAN,FLOAT UNKNOWN-INTERNAL LEAK?					
50006	P01488	B	760413	03230	BRKS.HYDRAULIC-MSTR CYL 72 043 CHEVROLET DIVISION	C0 BLAZER	32	C	031700	55802006
					SHOP CLAIMS BLOWN PRIMARY SEAL-LEAKING					
30003	P01041	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 66 043 CHEVROLET DIVISION	C4 NOVA	28	C	000000	55103001
					EXTERIOR OK INTERNAL MALFUNCTION					
50016	P01565	B	760512	03230	BRKS.HYDRAULIC-MSTR CYL 70 043 CHEVROLET DIVISION	C4 NOVA	28	C	038995	90027012
					EXPANSION CUPS ARE EXTENDED INTO RESERVOIR-POSSIBLE INTERNAL LEAKAGE					
50014	P01552	B	760507	03230	BRKS.HYDRAULIC-MSTR CYL 73 043 CHEVROLET DIVISION	D3 CAPRICE	32	C	031676	63105001
					EXTERNAL AND RESERVOIR-MASTER CYL APPEARS NORM-POSS INTERNAL LEAKAGE					
50008	P01503	B	760421	03230	BRKS.HYDRAULIC-MSTR CYL 68 043 CHEVROLET DIVISION	E3 IMPALA	28	C	020714	63105001
					NO VISIBLE SIGNS OF FAILURE - POSSIBLE INTERNAL MALFUNCTION					

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30003	P01031	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 70 043 CHEVROLET DIVISION	E3 IMPALA	49	C	071674	46204013
					RUST ON CYLINDER WALL OF MASTER CYL-SLIGHT PITTING OF WALL					
50009	P01518	B	760419	03230	BRKS.HYDRAULIC-MSTR CYL 73 043 CHEVROLET DIVISION	E3 IMPALA	28	C	000000	51106004
					NO VISIBLE DEFECTS-POSSIBLE INTERNAL MALFUNCTION					
30012	P01212	B	760123	03230	BRKS.HYDRAULIC-MSTR CYL 73 043 CHEVROLET DIVISION	H3 CAPRICE EST WGN	32	C	026154	23513001
					LEAKING FLUID IN POWER BOOSTER - SUSPECT INTERNAL LEAKAGE					
30024	P01263	B	760207	03230	BRKS.HYDRAULIC-MSTR CYL 00 043 CHEVROLET DIVISION	01 CAMARO	28	C	028079	23513001
					SUSPECT INTERNAL LEAKAGE - NO VISIBLE DEFECTS					
30001	P01005	B	751118	03230	BRKS.HYDRAULIC-MSTR CYL 00 043 CHEVROLET DIVISION	02 CHEVELLE	28	C	030597	19047004
					DUAL MASTER CYLINDER-FRONT CHAMBER GASKET CUP COLLAPSED ON TOP					
30003	P01042	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 66 043 CHEVROLET DIVISION	03 CHEVROLET	28	C	000000	55103001
					EXTERIOR OK INTERNAL MALFUNCTION					
20013	P00918	B	751020	03230	BRKS.HYDRAULIC-MSTR CYL 67 043 CHEVROLET DIVISION	03 CHEVROLET	49	C	086267	29611001
					MASTER CYLINDER CORRODED-BRAKES INOPERATIVE					
50006	P01484	B	760412	03230	BRKS.HYDRAULIC-MSTR CYL 75 043 CHEVROLET DIVISION	03 CHEVROLET	32	C	019326	91605014
					SHOP CLAIMS LOSS OF FLUID-PROBABLE INTERNAL MALFUNCTION					
30010	P01148	B	751229	03230	BRKS.HYDRAULIC-MSTR CYL 67 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C20	32	C	000000	55103001
					BARRELS VERY DIRTY-SHOP CLAIMS INTERNAL LEAK					

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30001	P01000	B	751114	03230	BRKS.HYDRAULIC-MSTR CYL 65 044 OLDSMOBILE	00 OLDSMOBILE	28	C	000000	19802003
					MASTER CYLINDER EXTERNALLY RUSTED-FLUID DIRTY					
30018	P01250	C	760203	03230	BRKS.HYDRAULIC-MSTR CYL 73 044 OLDSMOBILE	00 OLDSMOBILE	32	C	026729	63103004
					LEAKS AT REAR - NO SPECIFICS FROM SHOP					
40006	P01384	B	760330	03230	BRKS.HYDRAULIC-MSTR CYL 72 044 OLDSMOBILE	02 DELTA 88	32	C	051994	23513001
					NO VISABLE DEFECT POSS INTERNAL BYPASS					
50002	P01445	B	760401	03230	BRKS.HYDRAULIC-MSTR CYL 69 044 OLDSMOBILE	06 98	44	C	031697	63105001
					INTERNAL MALFUNCTION-PEDAL FADES-NOT SPECIFIC					
50007	P01520	B	760427	03230	BRKS.HYDRAULIC-MSTR CYL 71 044 OLDSMOBILE	06 98	07	C	042376	63105001
					MASTER CYLINDER RESERVOIR CONTAMINATED-NO OTHER SIGN OF FAILURE					
30018	P01249	B	760203	03230	BRKS.HYDRAULIC-MSTR CYL 71 045 PONTIAC DIVISION	A3 BONNEVILLE	28	C	083974	63105001
					SUSPECT INTERNAL LEAKAGE - COVER GASKET DIAPHRAM DISTORTED					
30003	P01032	B	751122	03230	BRKS.HYDRAULIC-MSTR CYL 73 045 PONTIAC DIVISION	84 LE MANS	28	C	079030	23462032
					INTERNAL MALFUNCTION-CASING ALL RIGHT, FLUID DOES NOT APPEAR DIRTY					
	P01291	B	760214	03230	BRKS.HYDRAULIC-MSTR CYL 73 045 PONTIAC DIVISION	02 GRAND PRIX	32	C	032806	75701051
					LOSING BRAKE FLUID					
30011	P01155	B	760106	03231	BRKS.HYDRAULIC-MSTR CYL-COVER 74 042 CADILLAC DIVISION	A2 FLEETWOOD-ELDORADO	32	C	000000	085012004
					MASTER CYLINDER COVER WOULD NOT SEAL-COVER NOT WARPED OR BENT-LOOKS OK					

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20003	P00825	B	750827	03232	BRKS.HYDRAULIC-MSTR CYL-HOUSING 70 031 FORD DIVISION	02 FALCON	49	C	068631	063510002
					MOISTURE ACCUMULATION IN MASTER CYLINDER ERODED SEALING SURFACES					
20015	P00961	B	751030	03233	BRKS.HYDRAULIC-MSTR CYL.PISTONS-CUPS-SPRN 70 031 FORD DIVISION	02 FALCON	28	C	054893	030501001
					WASHERS & CUPS FAILED TO PRESSURE BOTH SIDES OF BRAKES					
30025	P01298	B	760229	03234	BRKS.HYDRAULIC-MSTR CYL.OTHER 70 031 FORD DIVISION	04 MAVERICK	28	C	034710	14607007
					RESEVOIRS VERY DIRTY CUPS PART COLLAPSED POSS INTERNAL MALFUNCTION					
30006	P01080	B	751224	03234	BRKS.HYDRAULIC-MSTR CYL.OTHER 72 122 BRITISH LEYLAND MOTOR CO	A4 MG-MGB	08	C	021239	67501001
					SMALL RUBBER SEALS ON MSTR CYLINDER HAD SMALL SPLITS IN THEM					
50019	P01536	B	760607	03240	BRKS.HYDRAULIC-LINES,FITTINGS, 65 032 LINCOLN	01 CONTINENTAL	28	C	014869	92703036
					INTERNAL MALFUNCTION SUSPECTED, CAUSED COMPLETE BRAKE FAILURE					
40001	P01321	B	760320	03241	BRKS.HYDRAULIC-LINES,METALLIC 70 110 INTERNATIONAL HARVESTER	12 SCOUT	49	C	069476	61108013
					STEEL LINES SEVERELY RUSTED					
	P01461	B	760406	03241	BRKS.HYDRAULIC-LINES,METALLIC 73 W57 WINNEBAGO INDUSTRIES, IN	00 WINNEBAGO INDUSTRI	06	C	023717	68510002
					NO PART SENT-SHOP SAYS BRK LINE RUBBING ON EXHAUST PIPE					
40001	P01323	B	760320	03241	BRKS.HYDRAULIC-LINES,METALLIC 00 000 UNKNOWN	00 UNKNOWN	10	C	000000	61108013
					NO PARTS-SHOP COMMENTS ON DESIGN OF BRAKE TUBING					
30004	P01055	B	751206	03241	BRKS.HYDRAULIC-LINES,METALLIC 73 010 AMERICAN MOTORS	E9 CJ-5 JEEP CJ-5	09	C	021012	80226008
					BRAKE LINE IS SEVERED IN 2 PIECES-CUT AREA HAS ROUGH EDGES-NO RUST					

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50007	P01500	B	760427	03241	BRKS.HYDRAULIC-LINES,METALLIC 66 010 AMERICAN MOTORS	G9 JEEP TRUCK JEEP PU	49	C	027099	55805004
					RUSTY AND CORRODED BRAKE LINES					
50019	P01583	B	760601	03241	BRKS.HYDRAULIC-LINES,METALLIC 74 022 DODGE	05 DART	06	C	041531	02140002
					3/16 IN. LINE FROM CYL TO BLOCK CHAFED BY STEER U-JOINT LEAKS					
50022	P01607	B	760601	03241	BRKS.HYDRAULIC-LINES,METALLIC 68 031 FORD DIVISION	H3 FORD-GALAXIE 500	49	C	000000	55423002
					BRAKE LINE TO REAR WHEELS SEVERLY RUSTED CAUSING LOSS OF FLUID					
20007	P00716	B	750805	03241	BRKS.HYDRAULIC-LINES,METALLIC 64 041 BUICK	A2 CENTURY 350	49	C	047189	055805004
					RUSTED THROUGH CAUSING BRAKE FLUID TO LEAK					
40001	P01322	B	760320	03241	BRKS.HYDRAULIC-LINES,METALLIC 63 043 CHEVROLET DIVISION	B4 CHEVY II	49	C	060630	61108013
					STEEL LINES SEVERLY RUSTED					
30005	P01066	B	751206	03241	BRKS.HYDRAULIC-LINES,METALLIC 70 045 PONTIAC DIVISION	A3 BONNEVILLE	06	C	058552	19020002
					HOLE WORN IN METAL BRAKE LINE-APPROX 8 INCHES FROM FITTING					
50007	P01494	B	760419	03241	BRKS.HYDRAULIC-LINES,METALLIC 00 155 VOLKSWAGEN	A1 111 CUSTOM BEETLE	49	C	000000	51105009
					STEEL BRAKE LINE RUSTED THROUGH					
30021	P01310	B	760206	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000 UNKNOWN	00 UNKNOWN	08	C	000000	90027012
					HOSE SPLIT AT JOINING W/METAL END - BRAKE LINE SIDE					
20013	P00936	B	751024	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 00 000 UNKNOWN	00 UNKNOWN	08	C	000000	060626008
					BRAKE HOSE CRACKED					

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50008	P01504	C	760427	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 010 AMERICAN MOTORS	04 GREMLIN	08	C	000000	15223121
					HOSE CRACKED AWAY FRM METAL FITTING-SERVING AS MOUNTING PIECE TO FRAME					
50008	P01504	B	760427	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 010 AMERICAN MOTORS	04 GREMLIN	08	C	000000	15223121
					HOSE CRACKED AWAY FROM METAL FITTING THAT SERVES AS MNTNG PIECE TO FRM					
50003	P01452	C	760402	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 010 AMERICAN MOTORS	05 HORNET	09	C	028000	48197006
					BRK HOSE IS TORN AROUND CIRCUMFERENCE 3/8IN FROM FRAME MOUNT END					
50003	P01452	B	760402	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 010 AMERICAN MOTORS	05 HORNET	09	C	028000	48197006
					HOSE IS TORN AROUND CIRCUMFERENCE 3/8 IN FROM FRAME MOUNT END					
50017	P01568	B	760512	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 67 022 DODGE	05 DART	08	C	021453	90027012
					HOSE CRACKED 120 DEG AROUND CIRC 3/16" FROM FITTING AT BOTH ENDS					
30006	P01081	B	751224	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 69 022 DODGE	05 DART	08	C	023267	30501001
					FLEXIBLE HOSE SPLIT 1/8 INCH FROM FITTING-NUMEROUS CRACKS					
40001	P01328	C	760320	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 022 DODGE	05 DART	08	C	039489	17701024
					HOSE CRACKED AROUND CIRCUMFERENCE 3/8" FROM FITTING					
40001	P01328	B	760320	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 73 022 DODGE	05 DART	08	C	039489	17701024
					HOSE CRACKED 3/8" FROM EACH FITTING - CRACKS ARE AROUND CIRCUMFERENCE					
30023	P01288	B	760214	03242	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 74 022 DODGE	9A DODGE TRUCK AND VA B-20	44	C	018539	55423002
					HOSE RESTRICTED INSIDE - NOT SPECIFIC					

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20011	P00889	B	751008	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		10	C	000000	84109006
					74	022 DODGE	9A DODGE TRUCK AND VA 1/2 T 4X4				
						HOSE TOO SHORT-STEERING TURNS TOO FAR-STRETCHESHOSE UNTIL IT BREAKS					
40002	P01336	C	760324	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	037771	14607007
					73	023 PLYMOUTH	A6 VALIANT-DUSTER				
						HOSE SEVERED AT BOTH ENDS POSSIBLY DURING REMOVAL					
40002	P01336	B	760324	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	037771	14607007
					73	023 PLYMOUTH	A6 VALIANT-DUSTER				
						HOSE CRACKED IN THREE PLACES 1/4"-1/2" FROM BRACKET END FITTING					
30006	P01091	B	751224	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	081273	90027012
					65	023 PLYMOUTH	06 VALIANT				
						HOSE CRACKED-AT SHARP BENDS CIRCUMFERENCE OF HOSE CRACKED NEAR FITTING					
40002	P01334	B	760309	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	086377	30501001
					73	023 PLYMOUTH	06 VALIANT				
						RUBBER CRACKED AROUND CIRC. 1/2" FROM METAL JOINT-BOTH ENDS					
40002	P01334	C	760309	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	086377	30501001
					73	023 PLYMOUTH	06 VALIANT				
						RUBBER SPLIT 360 DEG AROUND CIRC - 3/8" FROM METAL FITTING					
50022	P01606	B	760601	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		28	C	030005	15697025
					75	031 FORD DIVISION	D8 G. TORINO-WAGON				
						NO CRACKS IN HOSE FITTINGS IN GOOD COND SUSPECT INTERNAL BLOCKAGE					
50013	P01546	B	760507	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		06	C	097267	54130001
					66	031 FORD DIVISION	H3 FORD-GALAXIE 500				
						HOSE IS CHAFED IN 2 AREAS NEAR CTR, WORN DOWN THROUGH CORD					
50013	P01547	B	760507	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	B	071110	54130001
					68	031 FORD DIVISION	01 FAIRLANE				
						HOSE IS SPLIT 360 DEG AROUND OUTER RUBBER LAYER EACH END 3/16"FRM FIT					

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50013	P01547	C	760507	03242	68	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 031 FORD DIVISION	01 FAIRLANE	03	B	071110	54130001
						HOSE IS BROKEN AT BOTH ENDS FITTINGS BROKE OFF 3/16" FROM ENDS OF HOSE					
20008	P00834	B	750905	03242	68	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 031 FORD DIVISION	01 FAIRLANE	44	C	018906	028208008
						RF BRAKE LINE PLUGGED UP-BRAKE FLUID WILL NOT FLOW THRU HOSE					
30011	P01214	B	760123	03242	00	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 031 FORD DIVISION	03 FORD	07	C	098000	96106037
						BRAKE HOSE CLOGGED INDICATING NO EXTERNAL WEAR					
0008	P00844	B	750911	03242	65	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 031 FORD DIVISION	05 MUSTANG	09	C	000000	084117016
						HOSE CUT APROX 1/4 IN BELOW MALE CONNECTION					
30021	P01309	B	760306	03242	62	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 041 BUICK	04 LE SABRE	44	C	093534	03102004
						HOSE IS OLD & CRACKED - POSS INTERNAL BLOCKAGE					
20007	P00449	B	750722	03242	65	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 041 BUICK	08 WILDCAT	08	B	094601	094133032
						BRAKE HOSE CRACKED APPRX. 1/4 INCH FROM CONNECTION					
30008	P01101	B	751226	03242	65	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 041 BUICK	08 WILDCAT	08	C	100188	19802003
						RUBBER BRAKE LINE BROKE OR CRACKED NEAR FITTING-NO SMALL CRACKS					
50017	P01567	C	760512	03242	66	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 042 CADILLAC DIVISION	81 CADILLAC-DE VILLE	03	C	000000	90027012
						HOSE BROKE IN TWO AT META FITTING AT WHEEL CYL END					
50004	P01469	B	760405	03242	66	BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC 043 CHEVROLET DIVISION	A3 BELAIR	08	C	063007	14007007
						HOSE SHOWS AGE W/ CRACKS AT END BY FITTINGS-SOME LEAKAGE OCCURRING					

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50005	P01472	B	760407	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		06	C	059921	66606005
					70	043 CHEVROLET DIVISION	E3 IMPALA				
						REAR AXLE BRK FLEX HOSE RUBS TAIL PIPE-HOLE WORN CAUSING FLUID LOSS					
30012	P01168	B	760106	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		76	A	088011	19380005
					70	043 CHEVROLET DIVISION	00 CHEVROLET DIVISION				
						INNERMOST RUBBER LINER OF BRAKE HOSE COLLAPSED-BLOCKED FLUID-DISC LOCK					
	P00841	B	750827	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	000000	012205003
					72	043 CHEVROLET DIVISION	08 MONTE CARLO				
						BRAKE HOSE LEAKS					
50004	P01466	B	760405	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		08	C	049785	50702006
					69	044 OLDSMOBILE	02 DELTA 88				
						FLEX BRAKE HOSE IS SPLIT NEAR FRAME MOUNT END					
30015	P01188	B	760118	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		06	C	030404	98105017
					71	122 BRITISH LEYLAND MOTOR CO	C4 MG-MIDGET				
						EVIDENCE OF CHAFING ON ONE SIDE AT CENTER OF HOSE					
30004	P01188	C	760118	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		06	C	030404	98105017
					71	122 BRITISH LEYLAND MOTOR CO	C4 MG-MIDGET				
						BRAKE HOSE IS WORN THROUGH TO UNDERLYING CLOTH LAYER					
30012	P01183	B	760107	03242		BRKS.HYDRAULIC-LINES-HOSE,NON-METALLIC		32	C	061000	98106082
					71	176 TOYOTA MOTR CO LTD	01 TOYOTA				
						BRAKE HOSE LEAKS 1/4 IN FROM FITTING,OUTER RUBBER RIPPED-INNER EXPOSED					
30015	P01189	B	760118	03243		BRKS.HYDRAULIC-FITTINGS,METALLIC		08	C	087005	98118071
					68	043 CHEVROLET DIVISION	E0 PICK-UP MODELS C-10				
						ONE OF THREE FEMALE CONNECTIONS WITH BRASS BRAKE FITTING T CRACKED					
30002	P01014	B	751118	03245		BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	031349	90405016
					73	022 DODGE	05 DART				
						REAR BRAKE LOCK-UP,INTERNAL MALFUNCTION					

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30002	P01013	B	751118	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	046000	90405016
					73 023 PLYMOUTH	01 BARRACUDA				
					INTERNAL MALFUNCTION-REAR BRAKE LOCK-UP					
30003	P01010	B	751118	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	046039	80903015
					74 041 BUICK	00 BUICK				
					NO EXTERNAL DEFECTS, INTERNAL MALFUNCTION					
30001	P01006	B	751118	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	024000	19963104
					75 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE				
					COMBINATION VALVE HAS INTERNAL MALFUNCTION,POSSIBLE FLUID CONTAMNATION					
20003	P00833	B	750827	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		02	C	025000	06851000?
					73 043 CHEVROLET DIVISION	98 CHEVROLET VAN CHEYENNE 30				
					FLUID RELEASE PIN BENT					
30018	P01250	B	760203	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	026729	63103004
					73 044 OLDSMOBILE	00 OLDSMOBILE				
					SUSPECT INTERNAL MALFUNCTION - NO VISIBLE DEFECTS					
20004	P00720	B	750806	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		32	A	035000	00c851001
					72 044 OLDSMOBILE	02 DELTA 88 BENDIX				
					LOSS FLUID-TOTAL BRAKE FAILURE					
30010	P01144	B	751229	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		32	C	012249	02888001
					74 045 PONTIAC DIVISION	B4 LE MANS				
					BRAKE FLUID LEAKS OUT OF VALVE-NOT ABLE TO DISCOVER FROM WHERE					
	P01017	B	751118	03245	BRKS.HYDRAULIC-DIFFERENTIAL-PROPORTION.VL		28	C	000000	67501001
					00 145 REGIE NOU RENAULT	E1 RENAULT 10				
					NO PART RECEIVED-PROBLEMS W/BRAKE PORTIONING VALVE-POOR ENGINEERING					
30011	P01150	B	751229	03260	BRKS.HYDRAULIC-SHOE AND DRUM SYSTEM		21	C	000000	52404002
					73 033 MERCURY	02 COMET				
					SECONDARY SHOE & LINING SEPARATED-1 SIDE DETERIORATED RUB AGAINST DRUM					

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30011	P01149	B	751229	03260	BRKS.HYDRAULIC-SHOE AND DRUM SYSTEM 73 033 MERCURY	02 COMET	21	C	000000	52404002
					PRIMARY SHOE & LINING SEPARATED-1 SIDE DETERIORATED					
20013	P00937	B	751024	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	66026008
					BRAKE CYLINDER WEATHERED					
30008	P01100	B	751226	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 69 010 AMERICAN MOTORS	00 AMERICAN MOTORS	03	C	053000	19802003
					BLEEDER BROKEN-BLEEDER BROKE METAL CASING WHICH SCREW FIT-NOT ALL PART					
30015	P01230	C	760203	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 71 021 CHRYSLER DIVISION	B1 NEW YORKER	32	C	049624	50702006
					CYLINDER WALL NOT PROPERLY MACHINED -SOURCE OF POSSIBLE LEAKAGE					
20003	P00809	B	750820	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 69 022 DODGE	05 DART	19	C	011655	000000000
					BRAKES FADE AND OPERATE ERRATICLY					
50002	P01449	B	760401	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 68 031 FORD DIVISION	02 FALCON	32	C	000000	31204007
					CYLINDER CUPS LEAK AT CYLINDER WALL					
20002	P00458	B	750728	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 74 045 PONTIAC DIVISION	03 PONTIAC	08	B	016152	005482001
					BRAKE WHEEL CYL. CRACKED CAUSING A LOST OF BRAKE FLUID					
30021	P01272	B	760207	03261	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 70 155 VOLKSWAGEN	B2 221 STATION WAGON/	21	C	016911	01605008
					PISTONS FELL OUT OF WHEEL CYLINDER					
20001	P00472	B	750708	03262	BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES 00 022 DODGE	05 DART	03	C	000000	019903107
					BRAKE SHOE HOLD DOWN PIN BROKE CAUSING SHOES TO COLLAPSE					

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30017	P01248	B	760203	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		08	C	046500	40503002
					72	023 PLYMOUTH	A6 VALIANT-DUSTER				
						BRAKE SHOE CRACKED AT HOLE FOR SELF ADJUSTER CABLE GUIDE					
	P01038	C	751122	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		21	C	060000	48238012
					70	023 PLYMOUTH	05 SATELLITE				
						LINING SEPARATED FROM SHOE(BONDED LINING) LINING SHOWS LITTLE WEAR					
50012	P01531	B	760501	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		58	C	002700	17102009
					70	031 FORD DIVISION	01 FAIRLANE				
						SECOND SHOE EXCESS WORN ON ONE SIDE ANCHOR PLATE NOT ALIGND TO LINING					
50007	P01495	B	760421	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		59	C	033217	92703036
					73	031 FORD DIVISION	08 TORINO				
						BROKEN WELD CAUSED CENTER RIB TO SEPARATE FROM BRAKE LINING					
20007	P00796	B	750812	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		08	C	028000	070130001
					00	031 FORD DIVISION	9A FORD TRUCK AND VAN F600				
						CRACKED BRAKE SHOE AND BROKEN SPOT WELD					
50008	P01507	B	760427	03262		BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES		58	C	086000	40503002
					66	045 PONTIAC DIVISION	03 PONTIAC				
						NO PROBLEMS VISIBLE OTHER THAN UNEVEN WEAR OF LINING					
30012	P01178	B	760106	03263		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		03	C	013000	098105033
					74	022 DODGE	9A DODGE TRUCK AND VA 3/4 VAN				
						RIVETED LINING BROKE IN HALF-REMAINING LINING SCORED-RIVETS BENT					
30003	P01185	B	760118	03263		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		57	C	000000	2220303C
					00	031 FORD DIVISION	03 FORD				
						AXLE SET OF BRAKE SHOES SHOW EXCESSIVE WEAR WELL PAST SAFETY MARGIN					
20001	P00471	B	750708	03263		BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS		03	C	000000	019903107
					72	042 CADILLAC DIVISION	01 CADILLAC				
						BRAKE SHOE HOLD DOWN PIN BROKE CAUSING DAMAGE TO DRUM & OTHER PARTS					

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30021	P01272	C	760207	03263	BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS 70 155 VOLKSWAGEN	B2 221 STATION WAGON/	21	C	016911	C1605008
					LININGS WERE SEPARATED FROM SHOES AND EACH IS CRACKED IN HALF					
30027	P01297	B	760301	03264	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 70 022 DODGE	B5 DART-SWINGER	21	C	047347	53140017
					HUB SEPARATED FROM DRUM MARKS AT INNER BRNG LOCATION ON HUB					
30026	P01297	C	760301	03264	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 70 022 DODGE	B5 DART-SWINGER	21	C	047347	53140017
					HUB SEPARATED FROM DRUM NO EXCESSIVE WEAR ON BEARING RACES					
30003	P01038	B	751122	03264	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 70 023 PLYMOUTH	05 SATELLITE	08	C	060000	48238012
					BRAKE DRUM CRACKED-ACROSS SHOE CONTACT SURFACE,PERHAPS TURNED TOO FAR					
	P01038	D	751122	03265	BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER 70 023 PLYMOUTH	05 SATELLITE	21	C	060000	48238012
					CHATTER SPRING CAME APART WHEN DRUM CRACKED					
50002	P01441	B	760401	03265	BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER 72 031 FORD DIVISION	9C F-250 F-250	02	C	020194	03060006
					BRAKE SPRING BENT AND WORN-ATTACHMENT HOOK BROKEN OFF					
20006	P00929	B	751020	03265	BRKS.HYDR-SHOE AND DRUM SYSTEM-OTHER 67 033 MERCURY	E4 MERCURY-MONTEREY	08	C	000000	53404020
					WHEEL CYLINDER, BACKING PLATE, AND RETURN SPRING POST CRACKED					
20007	P00444	B	750722	03271	BRKS HYDRAULIC-DISC-CALIPER 67 042 CADILLAC DIVISION	A2 FLEETWOOD-ELDORADO	49	C	102840	054911007
					CALIPER PISTON CORRODED					
20016	P00970	B	751108	03271	BRKS HYDRAULIC-DISC-CALIPER 72 154 DAIMLER-BENZ AG	01 MERCEDES-BENZ	08	C	018600	93301046
					CALIPER CYLINDER CRACKED ON OUTBOARD PISTON,BLEEDER VALVE CRACKED					

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40007	P01416	B	760331	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE WEAR ON RIVITED PADS-TAG NOT READABLE					
30007	P01111	B	751226	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 031 FORD DIVISION	06 PINTO	21	C	024776	17104008
					DISC PADS CAME APART RIVETS APPEAR SHEARED OFF-PLENTY OF WEAR LEFT					
40001	P01330	B	760320	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 032 LINCOLN	A2 MARK IV	21	C	023600	44110013
					LINING SEPARATED FROM PLATE-LINING CRACKED AT ONE RIVET OTHERS OK					
30001	P00998	B	751114	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 69 045 PONTIAC DIVISION	C3 CATALINA	57	C	000000	19802003
					EXCESSIVE WEAR ON PAD LINING					
30006	P01086	B	751224	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 045 PONTIAC DIVISION	02 GRAND PRIX	57	C	042600	19802003
					PAD SURFACE SCORED-PADS AND RIVETS WORN DOWN-DUE TO LACK OF MAINTENANC					
30008	P01099	B	751226	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 045 PONTIAC DIVISION	02 GRAND PRIX	57	C	042000	19802003
					PADS WORN DOWN TO RIVETS AND SCORED-RIVETS WORN-ORIGINAL PADS					
40005	P01379	B	760330	03272	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA	57	C	017000	01904029
					PADS WORN TO METAL-OUTBOARD PAD IS SCORED ON ONE END					
30019	P01247	B	760203	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 010 AMERICAN MOTORS	06 JAVELIN	43	C	020000	19803001
					INNER RACE SPINS IN HUB - NO CRACKS EVIDENT					
30029	P01262	B	760207	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 010 AMERICAN MOTORS	06 JAVELIN	43	C	020000	19803001
					INNER RACE SPINS IN HUB - NO CRACKS EVIDENT					

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50010	P01477	B	760409	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 031 FORD DIVISION	03 FORD-CUSTOM	08	C	059930	22150084
					INNER PAD SURFACE OF ROTOR HAS HAIRLINE CRACK ACROSS WIDTH OF FACE					
30013	P01179	B	760106	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 031 FORD DIVISION	H3 FORD-GALAXIE 500	08	C	024002	98105033
					ROTOR FACING CRACKED IN 2 PLACES-HUB CRACKED IN 1 PLACE-BETW HUB-ROTOR					
20017	P00982	B	751108	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 00 031 FORD DIVISION	06 PINTO	57	C	000000	01749012
					INBOARD PAD SURFACE OF ROTOR WORN EXCESSIVELY TO COOLING FINS-MAJBREAK					
30005	P01064	B	751206	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 C41 BUICK	06 SKYLARK	08	C	030650	54911002
					INSIDE OF HUB HAS LONGITUDINAL CRACK EXTENDING 1/2 IN					
30007	P01095	B	751224	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 043 CHEVROLET DIVISION	E3 IMPALA	50	C	009093	02140002
					ROTOR SCORED BY PAD ROTOR VENTS-EXTREME FLAKING AND CORROSION					
30015	P01190	B	760118	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 043 CHEVROLET DIVISION	E3 IMPALA	03	C	000000	24153006
					CRACKS IN BASE OF BRAKE ROTOR HUB PARALLEL TO SPINDLE					
30009	P01131	B	751228	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 67 122 BRITISH LEYLAND MOTOR CO	20 JAGUAR XKE	21	C	068805	98106037
					HUB & ROTOR SPLIT AROUND CIRCUMFERENCE OF HUB LITE RUST UNMACHIND PART					
40005	P01379	C	760330	03273	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA	50	C	017000	01904029
					ROTOR IS SCORED SEVERELY, POSSIBLY RESULT OF WORN PADS					
50005	P01478	B	760412	03322	BRAKES AIR SYSTEMS-LINES-HOSE,NON-METALLI 70 M02 MACK TRUCK, INC.	02 MACK TRUCK	06	C	020000	60076001
					OUTER RUBBER LAYER IS BURNT&WORN-HOSE HAS HALF IN.LEAK-POOR LOCATION					

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30002	P01011	B	751118	04110	PRKNG	EMRGNCY BRK-MECH-LVR SETTLING MECH.		03	C	050526	90405016
					71	031 FORD DIVISION	A0 ECONOLINE SERIES ECONOLINE				
						CABLE CATCH SLIDE ASSEMBLY BROKE					
20004	P00446	B	750722	04140	PRKNG	EMRG BRK MECH-RELEASE MECH.AUTOMATI		03	C	014644	094133032
					73	000 UNKNOWN	00 UNKNOWN				
						EMRG. BRK. CABLE BROKE					
30015	P01195	B	760103	04150	PRKNG	EMRG BRK MECH-LINKAGES AND CABLES		53	C	000000	98106082
					00	000 UNKNOWN	00 UNKNOWN				
						REAR SECTION OF EMERGENCY BRAKE CABLE STICKS - LIGHT RUST ON CASING					
50023	P01618	B	760607	05110		ENGINE MOUNTS		03	C	000000	91605014
					00	000 UNKNOWN	00 UNKNOWN				
						RUBBER SEPARATED FROM METAL-POSS CHRYSLER PRODUCT NO DATA CARD SENT					
40007	P01415	B	760331	05110		ENGINE MOUNTS		03	C	057479	60626008
					72	021 CHRYSLER DIVISION	B1 NEW YORKER				
						RUBBER PORTION SEPARATED FROM METAL					
50008	P01501	B	760421	05110		ENGINE MOUNTS		08	C	000000	27103001
					72	022 DODGE	00 DODGE				
						RUBBER SPLIT-MOUNT SEPARATED IN TWO PIECES					
50018	P01575	B	760521	05110		ENGINE MOUNTS		03	C	061360	01230005
					72	023 PLYMOUTH	A4 FURY I				
						RUBBER PORTION OF MOUNT TORE APART AT METAL PART AT STUD MTNG FRAME BR					
20011	P00900	B	751009	05110		ENGINE MOUNTS		03	C	023673	29379007
					72	023 PLYMOUTH	A6 VALIANT-DUSTER				
						FRONT ENGINE MOUNT BROKE APART					
30015	P01191	B	760118	05110		ENGINE MOUNTS		08	C	075760	85004002
					70	023 PLYMOUTH	00 PLYMOUTH				
						RUBBER PORTION OF MOTOR MOUNT SEPARATED NEAR BASE					

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20013	P01053	B	751024	05110	ENGINE MOUNTS 67 023 PLYMOUTH	04 FURY	08	C	051404	60626C08
					ENG MOUNT SPLIT WITHIN RUBBER BODY OF MOUNT					
20013	P00949	B	751024	05110	ENGINE MOUNTS 67 023 PLYMOUTH	04 FURY	08	C	051404	60626C08
					MOTOR MOUNTS SPLIT AND CRACKED					
50019	P01581	C	760427	05110	ENGINE MOUNTS 00 030 FORD MOTORS	00 FORD MOTORS	03	C	000000	91605014
					RUBBER PARTIALLY SEPARATED FROM METAL PORTION OF MOTOR MOUNT					
50019	P01581	B	760427	05110	ENGINE MOUNTS 00 030 FORD MOTORS	00 FORD MOTORS	03	C	000000	91605014
					RUBBER PARTIALLY SEPARATED FROM METAL PORTION OF MOTOR MOUNT					
30002	P01012	B	751118	05110	ENGINE MOUNTS 72 031 FORD DIVISION	B6 PINTO WAGON	12	C	045010	90405016
					RUBBER PART OF MOUNT DISTORTED-1 GUIDE PIN HOLE BROKEN AT EYE					
30024	P01296	B	760301	05110	ENGINE MOUNTS 69 031 FORD DIVISION	D3 FORD-CUSTOM	08	C	041054	29611001
					RUBBER SEPARATED FROM METAL					
20013	P00906	B	751020	05110	ENGINE MOUNTS 68 031 FORD DIVISION	G3 FORD-LTD	03	C	000000	19047001
					LEFT SIDE MOTOR MOUNT SEPARATED-ENG SHIFTED PULLING BRAKE VACUUM LINE					
40001	P01331	B	760320	05110	ENGINE MOUNTS 70 031 FORD DIVISION	G3 FORD-LTD	21	C	054823	06120003
					RUBBER PORTION OF MOUNT SPLIT AT METAL BASE					
30012	P01165	B	760106	05110	ENGINE MOUNTS 70 031 FORD DIVISION	G3 FORD-LTD	03	C	052890	030501001
					90 PERCENT OF RUBBER BLOCK HAS SEPARATED FROM PLATE-REST ON PLATE					

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30012	P01165	C	760106	05110	ENGINE MOUNTS 70 031 FORD DIVISION	G3 FORD-LTD	03	C	052690	030501001
					90 PERCENT OF RUBBER BLOCK REMAINS INTACT-SMALL LAYER LEFT ON PLATE					
30027	P01305	B	760306	05110	ENGINE MOUNTS 69 031 FORD DIVISION	01 FAIRLANE	03	C	060000	00000000
					RUBBER SEPARATED FROM METAL - FAN DAMAGED RADIATOR					
30027	P01305	C	760306	05110	ENGINE MOUNTS 69 031 FORD DIVISION	01 FAIRLANE	08	C	060000	00000000
					RUBBER CRACKED AT BASE WHERE IT MEETS METAL					
DOT1	P01114	B	751226	05110	ENGINE MOUNTS 67 031 FORD DIVISION	03 FORD	03	C	000000	19803001
					MOST OF THE RUBBER IS ON BLOCK-VERY LITTLE REMAINS ON METAL PLATE					
DOT1	P01115	B	751226	05110	ENGINE MOUNTS 67 031 FORD DIVISION	03 FORD	03	C	000000	19803001
					RUBBER SPLIT-90 PERCENT OF RUBBER BLOCK IS IN ONE PIECE-CAUSE IS RUBBE					
40003	P01347	B	760324	05110	ENGINE MOUNTS 68 031 FORD DIVISION	03 FORD SUB	03	C	068206	12601031
					RUBBER PORTION OF MOUNT SEPARATED NEAR JOINT WITH METAL BASE					
50022	P01600	B	760607	05110	ENGINE MOUNTS 69 031 FORD DIVISION	03 FORD	03	C	010567	98126073
					RUBBER SEPARATED FROM METAL NEAR BASE OF MOUNT					
50008	P01510	B	760427	05110	ENGINE MOUNTS 72 031 FORD DIVISION	03 FORD SUBURBAN	08	B	041715	12603050
					RUBBER CRACKED & SEPERATED FROM METAL					
20016	P00974	B	751108	05110	ENGINE MOUNTS 73 031 FORD DIVISION	04 MAVERICK	08	C	000000	63105001
					RUBBER HAS BEGUN TO SEPARATE FROM METAL PORTION OF ENG MOUNTS					

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50018	P01574	B	760512	05110	ENGINE MOUNTS 69 032 LINCOLN	01 CONTINENTAL	03	C	076619	90027012
					COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOTOR MOUNT					
50018	P01574	E	760512	05110	ENGINE MOUNTS 69 032 LINCOLN	01 CONTINENTAL	03	C	076619	90027012
					COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOTOR MOUNT					
50018	P01574	D	760512	05110	ENGINE MOUNTS 69 032 LINCOLN	01 CONTINENTAL	03	C	076619	90027012
					COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOTOR MOUNT					
50018	P01574	C	760512	05110	ENGINE MOUNTS 69 032 LINCOLN	01 CONTINENTAL	03	C	076619	90027012
					COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOTOR MOUNT					
40001	P01320	B	760320	05110	ENGINE MOUNTS 69 033 MERCURY	04 MERCURY	21	C	000000	13901005
					RUBBER SEPARATED FROM METAL PORTION OF MOUNT					
50006	P01486	B	760412	05110	ENGINE MOUNTS 00 040 GENERAL MOTORS	00 GENERAL MOTORS	09	C	000000	91605014
					RUBBER SEPARATED FROM METAL ON REAR MOTOR MOUNT					
50023	P01617	B	760607	05110	ENGINE MOUNTS 00 040 GENERAL MOTORS	00 GENERAL MOTORS	03	C	000000	91605014
					RUBBER SEPARATED FROM MT BOTTOM PLATE W/ ONE LARGE STUD IS BENT					
50023	P01616	B	760607	05110	ENGINE MOUNTS 00 040 GENERAL MOTORS	00 GENERAL MOTORS	57	C	000000	91605014
					MOUNT IN GD COND CUSHION SLIGHTLY COMPRESSED REAR MT POSS FOR A TRAN					
30022	P01217	B	760214	05110	ENGINE MOUNTS 62 041 BUICK	00 BUICK	03	C	036370	98126073
					RUBBER PORTION BROKE ON BOTH MOUNTS					

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50007	P01492	B	760414	05110	ENGINE MOUNTS 65 041 BUICK	00 BUICK	03	C	081292	85004002
					RUBBER SEPARATED FROM METAL ON ENG MOUNTS					
20013	P00952	B	751024	05110	ENGINE MOUNTS 65 041 BUICK	04 LE SABRE	08	C	000000	60626008
					MOTOR MOUNT SPLIT (A2-58)					
20001	P00468	B	750708	05110	ENGINE MOUNTS 68 041 BUICK	04 LE SABRE	03	A	056420	063105001
					ENGINE MOUNTS BROKE CAUSING THROTTLE TO STICK					
50003	P01456	C	760402	05110	ENGINE MOUNTS 00 041 BUICK	05 RIVIERA	21	C	000000	98126073
					SEPARATION OF RUBBER FROM METAL ON MOTOR MOUNT					
50003	P01456	B	760402	05110	ENGINE MOUNTS 00 041 BUICK	05 RIVIERA	21	C	000000	98126073
					SEPARATION FROM RUBBER AROUND METAL ON MOTOR MOUNT					
20001	P00466	B	750708	05110	ENGINE MOUNTS 70 041 BUICK	05 RIVIERA	03	A	025603	063105001
					ENGINE MOUNTS BROKE CAUSING THROTTLE TO STICK					
	P00448	B	750722	05110	ENGINE MOUNTS 65 041 BUICK	08 WILDCAT	03	B	000000	094133032
					ENGINE MOUNT BROKE CAUSING THROTTLE TO STICK					
30004	P01044	B	751122	05110	ENGINE MOUNTS 72 042 CADILLAC DIVISION	A1 CADILLAC-CALAIS	03	C	035500	19020002
					RUBBER PORTION OF ENG MOUNT SEPARATED FROM METAL					
40005	P01378	C	760330	05110	ENGINE MOUNTS 70 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	03	C	057478	29611001
					RUBBER SEPARATED FROM METAL (LEFT SIDE)					

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40005	P01378	B	760330	05110	ENGINE MOUNTS 70 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	03	C	057478	29611001
					RUBBER SEPARATED FROM METAL (RIGHT SIDE)					
50017	P01571	B	760512	05110	ENGINE MOUNTS 70 042 CADILLAC DIVISION	01 CADILLAC	03	C	079703	90027012
					STUD BROKE FROM BOTTOM OF ENGINE MOUNT					
40003	P01356	B	760329	05110	ENGINE MOUNTS 72 043 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	03	C	032000	53140014
					METAL SEPARATED FROM RUBBER					
30022	P01273	B	760306	05110	ENGINE MOUNTS 71 043 CHEVROLET DIVISION	B0 EL CAMINO	03	C	086572	30501001
					TWO-THIRDS SEPARATION OF METAL & RUBBER					
40005	P01377	C	760330	05110	ENGINE MOUNTS 71 043 CHEVROLET DIVISION	C4 NOVA	03	C	002033	90027012
					RUBBER SEPARATED FROM METAL (LEFT SIDE)					
40005	P01377	B	760330	05110	ENGINE MOUNTS 71 043 CHEVROLET DIVISION	C4 NOVA	03	C	002033	90027012
					RUBBER SEPARATED FROM METAL (RIGHT SIDE)					
30003	P01030	B	751122	05110	ENGINE MOUNTS 68 043 CHEVROLET DIVISION	D3 CAPRICE	03	C	062597	46204013
					ENG MOUNT,RUBBER PORTION SEPARATED FROM METAL-RECALLED 71-0235					
40005	P01375	B	760330	05110	ENGINE MOUNTS 69 043 CHEVROLET DIVISION	E0 PICK-UP MODELS PU	03	C	078564	90027012
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS					
50017	P01570	C	760512	05110	ENGINE MOUNTS 63 043 CHEVROLET DIVISION	E3 IMPALA	03	C	079265	90027012
					RUBBER SEPARATED FROM METAL PORTION OF REAR MOTOR MOUNT					

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50017	P01570	D	760512	05110	ENGINE MOUNTS 63 043 CHEVROLET DIVISION	E3 IMPALA	03	C	079265	90027012
					RUBBER SEPARATED FROM METAL PORTION OF MOUNT STANDARD V-8 MOUNT					
50017	P01570	E	760512	05110	ENGINE MOUNTS 63 043 CHEVROLET DIVISION	E3 IMPALA	03	C	079265	90027012
					SEPARATION OF RUBBER FROM METAL PORTION OF MOUNT STANDARD V-8 MOUNT					
30024	P01295	B	760301	05110	ENGINE MOUNTS 70 043 CHEVROLET DIVISION	E3 IMPALA	08	C	085549	29611001
					RUBBER PARTIALLY SEPARATED FROM METAL A2-58 (RECALL 71-0235)					
20009	P00848	B	750919	05110	ENGINE MOUNTS 70 043 CHEVROLET DIVISION	E3 IMPALA	03	C	013088	024017016
					ENGINE MOUNTS BROKE		A304			
30022	P01187	B	760214	05110	ENGINE MOUNTS 72 043 CHEVROLET DIVISION	E3 IMPALA	03	C	085767	98126073
					RUBBER PARTIALLY SEPARATED FROM ONE MOUNT,OTHER COMPLETELY FROM METAL					
50023	P01615	B	760607	05110	ENGINE MOUNTS 00 043 CHEVROLET DIVISION	00 CHEVROLET DIVISION	03	C	000000	91605014
					RUBBER SEPARATED FROM METAL CHEVY SAFETY TYPE MT NO CARD WITH PART					
50023	P01614	B	760607	05110	ENGINE MOUNTS 00 043 CHEVROLET DIVISION	00 CHEVROLET DIVISION	03	C	000000	91605014
					RUBBER SEPARATED FROM METAL CHEVY SAFETY TYPE MT NO CARD WITH PART					
30018	P01253	B	760203	05110	ENGINE MOUNTS 67 043 CHEVROLET DIVISION	02 CHEVELLE	08	C	068559	029611001
					RUBBER PORTION OF MOUNT CRACKED AND SEPARATED DUE TO EXCESSIVE FORCE					
30018	P01253	C	760203	05110	ENGINE MOUNTS 67 043 CHEVROLET DIVISION	02 CHEVELLE	08	C	068559	029611001
					RUBBER PORTION OF MOUNT CRACKED AND SEPARATED DUE TO EXCESSIVE FORCE					

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40008	P01405	B	760331	05110	ENGINE MOUNTS 71 043 CHEVROLET DIVISION	02 CHEVELLE	03	C	000000	20009003
					RUBBER PORTION OF MOTOR MOUNT SEPARATED FROM METAL					
40008	P01405	C	760331	05110	ENGINE MOUNTS 71 043 CHEVROLET DIVISION	02 CHEVELLE	03	C	000000	20009003
					RUBBER SEPARATED FROM METAL					
50002	P01450	B	760401	05110	ENGINE MOUNTS 72 043 CHEVROLET DIVISION	02 CHEVELLE	03	C	000000	31204007
					SEPARATION OF RUBBER FROM METAL ON MOTOR MOUNT					
50006	P01485	C	760412	05110	ENGINE MOUNTS 00 043 CHEVROLET DIVISION	03 CHEVROLET	09	C	000000	91605014
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS-FRONT					
50006	P01485	B	760412	05110	ENGINE MOUNTS 00 043 CHEVROLET DIVISION	03 CHEVROLET	09	C	000000	91605014
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS-FRONT					
50018	P01573	B	760512	05110	ENGINE MOUNTS 66 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	075964	90027012
					COMPLETE SEPARATION OF RUBBER FRM METAL-RECALL 71-0235 (A2-58)					
30006	P01077	B	751224	05110	ENGINE MOUNTS 66 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	087428	98126073
					RECALLED 71-0235-RUBBER ON ENG MOUNT TORN COMPLETELY FROM BASE A258					
30006	P01094	B	751124	05110	ENGINE MOUNTS 66 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	087428	98126073
					RUBBER CRACKED EXTENSIVELY WOULD FAIL W/CONTINUED USE-710235-A258					
50003	P01457	B	760402	05110	ENGINE MOUNTS 67 043 CHEVROLET DIVISION	03 CHEVROLET	21	C	064010	98126073
					SEPARATION OF RUBBER FROM METAL ON ENGINE MOUNT =A258 & RECALL 71-0235					

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50003	P01457	C	760402	05110	ENGINE MOUNTS 67 043 CHEVROLET DIVISION	03 CHEVROLET	21	C	064010	98126073
					SEPARATION OF RUBBER FROM METAL ON ENGINE MOUNT=A258 & RECALL 71-0235					
20010	P00922	B	751020	05110	ENGINE MOUNTS 70 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	097000	033145005
					MOTOR MOUNTS BROKE, SEPARATION OF RUBBER FROM METAL (A2-58)					
20013	P00932	B	751024	05110	ENGINE MOUNTS 70 043 CHEVROLET DIVISION	03 CHEVROLET	03	C	000000	60626098
					CRACK IN ENGINE MOUNT (A2-58)					
50021	P01598	B	760607	05110	ENGINE MOUNTS 74 043 CHEVROLET DIVISION	09 VEGA	03	C	040210	98126073
					RUBBER BEGINNING TO SEPARATE FROM METAL					
40003	P01351	C	760329	05110	ENGINE MOUNTS 72 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C-30	03	C	050000	52404002
					RUBBER SEPARATED FROM METAL - MOTOR MOUNTS BROKE					
40003	P01351	B	760329	05110	ENGINE MOUNTS 72 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C-30	03	C	050000	52404002
					RUBBER SEPARATED FROM METAL - MOTOR MOUNTS BROKE					
50018	P01572	C	760512	05110	ENGINE MOUNTS 69 044 OLDSMOBILE	D1 CUTLASS-VSTA CRUSR	08	C	053006	90027012
					RUBBER PORTION IS CRACKED ALONG JOINT WITH METAL-RECALL 71-0235 (A258)					
50018	P01572	B	760512	05110	ENGINE MOUNTS 69 044 OLDSMOBILE	D1 CUTLASS-VSTA CRUSR	08	C	053006	90027012
					RUBBER PORTION OF MOTOR MOUNT IS CRACKED AT METAL PORT-RECALL 71-0235					
40005	P01376	B	760330	05110	ENGINE MOUNTS 70 044 OLDSMOBILE	02 DELTA 88	03	C	040673	90027012
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS					

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50013	P01544	C	760507	05110	ENGINE MOUNTS 68 045 PONTIAC DIVISION	C3 CATALINA	03	C	096285	54130001
					SEPARATION OF RUBBER FROM METAL PORTION OF MOUNT					
20016	P00960	B	751030	05110	ENGINE MOUNTS 69 045 PONTIAC DIVISION	D3 EXECUTIVE	03	C	068797	030501001
					RUBBER SEPARATED FROM METAL, RUBBER SHOW CRACKS-BROKEN ON 1 SIDE					
50008	P01502	B	760427	05110	ENGINE MOUNTS 71 045 PONTIAC DIVISION	E3 PONTIAC-GRAN VILLE	08	C	054486	30501001
					RUBBER SPLIT AND SEPARATED FROM METAL					
50008	P01502	C	760427	05110	ENGINE MOUNTS 71 045 PONTIAC DIVISION	E3 PONTIAC-GRAN VILLE	08	C	054486	30501001
					RUBBER SPLIT AND SEPARATED FROM METAL					
50003	P01455	B	760402	05110	ENGINE MOUNTS 53 131 STUDEBAKER MOTORS	01 STUDEBAKER	21	C	088387	92126073
					RUBBER PORTION OF ENG MOUNT FELL OFF FROM END OF SANDWICH TYPE MOUNT-L					
50016	P01561	B	760512	05110	ENGINE MOUNTS 74 152 AUDI NSU	B1 AUDI FOX	03	C	026439	90045061
					FRONT MOTOR MOUNT TORN IN TWO-MOUNT ALL METAL WITH NO RUBBER PORTION					
20004	P00725	B	750808	05130	ENGINE PULLEY,CRANKSHAFT 00 031 FORD DIVISION	91 RANCHERO 500 RANCHERO	03	C	000000	000000000
					DAMPER ASSEMBLY BROKE@KEY CONNECTING DAMPER TO CRANKSHAFT					
50004	P01468	B	760405	05140	ENGINE FLYWHEEL 70 032 LINCOLN	00 LINCOLN	57	C	064000	36108002
					SEVERAL TEETH WORN OFF FLYWHEEL-SEVERE WEAR ON 12 TEETH-LGHTWEIGHT TYP					
20010	P00927	B	751020	05140	ENGINE FLYWHEEL 70 041 BUICK	06 SKYLARK	08	C	088700	60659011
					FLYWHEEL CRACKED-BOLTS NOT TORQUED PROPERLY-CRACK AROUND CENTER POLE					

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40003	P01364	B	760329	05150	ENGINE-OTHER PARTS 72 010 AMERICAN MOTORS	00 AMERICAN MOTORS	08	C	000000	53140014
					VALVE SEALS ARE CRACKED					
20013	P00915	B	751020	05150	ENGINE-OTHER PARTS 71 010 AMERICAN MOTORS	01 AMBASSADOR	49	C	056000	53215010
					HOLE IN FREEZE PLUG LEAKED ENG COOLANT, HOLE CORRODED FROM W/IN ENG					
50005	P01475	C	760408	05150	ENGINE-OTHER PARTS 74 010 AMERICAN MOTORS	05 HORNET	33	C	004800	44114014
					SHOP CLMS FROZEN EXHAUST VALVE CAUSED ROCKER ARM BREAK-NO WEAR APPARNT					
50005	P01475	B	760408	05150	ENGINE-OTHER PARTS 74 010 AMERICAN MOTORS	05 HORNET	03	C	004800	44114014
					ROCKER ARM SHAFT BROKE AT R SHAFT STUD HOLE-SHOPBLAMES EXHST VLVE FRZN					
30015	P01236	B	760203	05150	ENGINE-OTHER PARTS 75 022 DODGE	00 DODGE	57	C	000000	79605131
					VALVE SEAT AND STEM ARE WORN,SEAT EXCESSIVELY - VALVE FACE WARPED					
20007	P00450	B	750722	05150	ENGINE-OTHER PARTS 67 031 FORD DIVISION	05 MUSTANG	03	D	064893	094133032
					OIL PUMP SHAFT BROKE					
20007	P00445	B	750722	05150	ENGINE-OTHER PARTS 72 031 FORD DIVISION	9A FORD TRUCK AND VAN	57	D	000000	094133032
					ROCKER ARM STEM WORE EXCESSIVELY					
20017	P00987	B	751114	05150	ENGINE-OTHER PARTS 69 043 CHEVROLET DIVISION	E0 PICK-UP MODELS C10 TRUCK	00	C	027431	80910024
					ONLY DISTRIBUTOR CASING SENT IN-SLIGHT WEAR ON SPLINES-NO CONCLUSION					
20011	P00880	B	751008	05150	ENGINE-OTHER PARTS 71 043 CHEVROLET DIVISION	E3 IMPALA	14	C	041256	611C7005
					ROCKER ARM METAL HARDNESS WRONG,PUSH ROD WENT THRU ROCKER					

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20013	P00914	B	751020	05150	ENGINE-OTHER PARTS 72 043 CHEVROLET DIVISION	E3 IMPALA	32	C	045000	53215010
					OIL PRESSURE SENDING SWITCH LEAKS					
30012	P01177	B	760106	05150	ENGINE-OTHER PARTS 72 043 CHEVROLET DIVISION	E3 IMPALA	60	C	055000	98105033
					WRONG SIZE CONNECTING ROD-TOO BIG-CAUSED BEARING FAILURE					
50002	P01440	B	760401	05150	ENGINE-OTHER PARTS 74 043 CHEVROLET DIVISION	01 CAMARO 2-28	08	C	012890	03060006
					VALVE SPRING CRACKED IN TWO PLACES-POSSIBLE ASSEMBLY DEFECT					
30021	P01276	B	760207	05150	ENGINE-OTHER PARTS 00 043 CHEVROLET DIVISION	03 CHEVROLET	32	C	000000	84111015
					OIL PRESSURE SWITCH LEAKS AT TOP					
30002	P01009	B	751118	05150	ENGINE-OTHER PARTS 72 043 CHEVROLET DIVISION	03 CHEVROLET	57	C	000000	15697025
					LOBES ON CAM SHOW EXCESSIVE WEAR-HEAT MARKS ON CAM LIFTER-BOTTOMS WORN					
20010	P00921	B	751020	05150	ENGINE-OTHER PARTS 71 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN 30 SERIES	57	C	014750	22601028
					CAMSHAFT LOBES SHOW EXCESSIVE WEAR-ROUNDED,LIFTERS DISHED ON BOTTOM					
30007	P01106	B	751226	05150	ENGINE-OTHER PARTS 70 044 OLDSMOBILE	06 98	32	C	045000	19802003
					OIL PRESSURE SWITCH LEAKS EITHER FROM PLASTIC/METAL JOINT AT END/MIDDL					
30007	P01105	B	751224	05150	ENGINE-OTHER PARTS 69 045 PONTIAC DIVISION	A3 BONNEVILLE	28	C	000000	19802003
					OIL PRESSURE SWITCH INOPERATIVE-POSSIBLE LEAK AT BASE					
30007	P01104	B	751224	05150	ENGINE-OTHER PARTS 70 045 PONTIAC DIVISION	A3 BONNEVILLE	32	C	000000	19802003
					OIL PRESSURE SWITCH LEAKS OIL-NO EVIDENCE OF METAL CRACKS-CAUSE UNKNOW					

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30017	P01246	B	760203	05150	ENGINE-OTHER PARTS 73 045 PONTIAC DIVISION	C3 CATALINA	08	C	021220	80910024
					DEFECT AT O RINGSEAT - SLIGHT CRACKS ON INSIDE OF ALUMINUM HOUSING					
20004	P00453	B	750721	05150	ENGINE-OTHER PARTS 72 045 PONTIAC DIVISION	02 GRAND PRIX	57	D	051280	027105003
					VALVE LIFTER WORE EXCESSIVELY					
30005	P01068	B	751206	05150	ENGINE-OTHER PARTS 73 045 PONTIAC DIVISION	03 PONTIAC	57	C	051312	33528027
					CAM SHOWS EXCESSIVE WEAR ON HALF OF LOBE,2 EXTREME WEAR-HEAT DAMAGE					
30001	P01220	B	760123	05150	ENGINE-OTHER PARTS 71 163 FIAT S.P.A.	02 FIAT 850 SPIDER	03	C	005230	67211009
					CRANKSHAFT BROKE ON MAIN BODY BETWEEN MAIN AND ROD BEARINGS					
30023	P01289	B	760214	05150	ENGINE-OTHER PARTS 71 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA 2 TC	03	C	110352	02140002
					CAMSHAFT BROKEN IN TWO - NEAR BEARING					
20013	P00942	B	751024	05151	ENGINE - TIMING GEAR & CHAIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	50626006
					TIMING GEAR WORN					
40003	P01358	B	760329	05151	ENGINE - TIMING GEAR & CHAIN 00 010 AMERICAN MOTORS	00 AMERICAN MOTORS RAMBLER	21	C	085000	53140014
					TEETH ARE STRIPPED OFF TIMING GEAR					
40003	P01363	B	760329	05151	ENGINE - TIMING GEAR & CHAIN 73 010 AMERICAN MOTORS	07 MATADOR	51	C	036000	53140014
					TIMING GEAR CHAIN POSS STRETCHED					
40003	P01359	B	760329	05151	ENGINE - TIMING GEAR & CHAIN 74 010 AMERICAN MOTORS	07 MATADOR	51	C	048000	53140014
					TIMING CHAIN APPEARS NORMAL					

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40007	P01414	C	760331	05151	ENGINE - TIMING GEAR & CHAIN 72 021 CHRYSLER DIVISION	A1 NEWPORT	57	C	043487	60626008
					TIMING CHAIN HAS EXCESSIVE WEAR					
40007	P01414	B	760331	05151	ENGINE - TIMING GEAR & CHAIN 72 021 CHRYSLER DIVISION	A1 NEWPORT	57	C	043487	60626008
					PLASTIC COATING ON TEETH WORN AWAY-9 TEETH BROKEN EXCESS WEAR ON OTHER					
50002	P01443	B	760401	05151	ENGINE - TIMING GEAR & CHAIN 74 031 FORD DIVISION	D5 MUSTANG II	34	C	042000	63111009
					CAMSHAFT GEAR TEETH CAME LOOSE FRM GEAR BODY 270 DEGREES AROUND BODY					
40002	P01339	B	760324	05151	ENGINE - TIMING GEAR & CHAIN 65 031 FORD DIVISION	03 FORD 500	57	C	089000	92632025
					EXCESS WEAR ON PLASTIC COVERING OVER CAM GEAR TEETH					
20013	P00943	B	751024	05151	ENGINE - TIMING GEAR & CHAIN CO 040 GENERAL MOTORS	00 GENERAL MOTORS	03	C	000000	60626008
					CAM GEAR WORN					
1	P00881	B	751008	05151	ENGINE - TIMING GEAR & CHAIN 69 041 BUICK	A2 CENTURY 350	03	C	063530	61107005
					PLASTIC PART OF CAMSHAFT SPROCKET BROKE					
30002	P01026	B	751119	05151	ENGINE - TIMING GEAR & CHAIN 67 042 CADILLAC DIVISION	01 CADILLAC	57	C	075069	29611001
					PLASTIC GONE FROM CAM GEAR TIMING GEAR-TEETH EXCESSIVE WEAR-POOR LUBE					
20011	P00882	B	751008	05151	ENGINE - TIMING GEAR & CHAIN 71 043 CHEVROLET DIVISION	C4 NOVA	03	C	046464	61107005
					PLASTIC ON RIM OF CAMSHAFT BROKE OFF					
40001	P01317	B	760320	05151	ENGINE - TIMING GEAR & CHAIN 73 043 CHEVROLET DIVISION	E0 PICK-UP MODELS	57	C	051000	95670006
					1 GEAR DAMAGED-3 GEARS & 4 TENSIONERS SHOW EXCESS WEAR-2 CHAINS GOOD					

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20011	P00878	B	751006	05151	ENGINE - TIMING GEAR & CHAIN 70 043 CHEVROLET DIVISION	E3 IMPALA	03	C	000000	19963104
					NYLON TOOTH STUCK IN CHAIN CAUSING LOCK KNOCK NOISE					
20011	P00879	B	751006	05151	ENGINE - TIMING GEAR & CHAIN 71 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN	03	C	044420	19963104
					CHIPPED TOOTH STUCK IN CHAIN CAUSING LOUD TAPPING NOISE					
50013	P01537	C	760507	05151	ENGINE - TIMING GEAR & CHAIN 70 045 PONTIAC DIVISION	B4 LE MANS	57	C	050563	33604002
					SOME WEAR IN TIMING CHAIN					
50013	P01537	B	760507	05151	ENGINE - TIMING GEAR & CHAIN 70 045 PONTIAC DIVISION	B4 LE MANS	57	C	050563	33604002
					PLASTIC TEETH WORN FROM GEAR UNDERLYING MTL TEETH EXTREMELY WORN					
50013	P01544	B	760507	05151	ENGINE - TIMING GEAR & CHAIN 68 045 PONTIAC DIVISION	C3 CATALINA	57	C	096285	54130001
					PLASTIC TEETH ON CAM GEAR WORN AWAY - WEAR ON UNDERLYING METAL					
40006	P01396	B	760331	05151	ENGINE - TIMING GEAR & CHAIN 70 045 PONTIAC DIVISION	C3 CATALINA	57	C	060390	63301003
					PLASTIC COATING OF CAM GEAR WORN AWAY-ALUMINUM TEETH SHOW WEAR					
50013	P01545	B	760507	05151	ENGINE - TIMING GEAR & CHAIN 68 045 PONTIAC DIVISION	D3 EXECUTIVE	57	C	098267	54130001
					70 PCT OF PLASTIC TEETH WORN FROM GEAR-WEAR ON UNDERLYING MTL TEETH					
50021	P01592	C	760607	05151	ENGINE - TIMING GEAR & CHAIN 68 045 PONTIAC DIVISION	D3 EXECUTIVE	57	C	084627	29611001
					CHAIN SHOWS SOME WEAR AND LOOSENESS					
50021	P01592	B	760607	05151	ENGINE - TIMING GEAR & CHAIN 68 045 PONTIAC DIVISION	D3 EXECUTIVE	57	C	084627	29611001
					PLASTIC WORN AWAY FROM GEAR-WEAR ON MTL TEETH, COATED W/ HARDND OIL DP					

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20013	P00920	B	751020	05210	ENGINE COOLING SYSTEM-RADIATOR 74 043 CHEVROLET DIVISION	02 CHEVELLE	59	C	043887	93725039
					COPPER FITTING SEPARATED BRASS BODY OF TRANS COLLER,POSSIBLE LEAK					
40004	P01367	C	760329	05210	ENGINE COOLING SYSTEM-RADIATOR 71 151 ADAM OPEL AG	C1 OPEL 1900	10	C	033384	45406009
					RADIATOR SUPPORT MOUNT SEPARATED AT RUBBER JOINT					
50013	P01538	C	760507	05220	ENGINE COOLING SYSTEM-HOSES 73 032 LINCOLN	A2 MARK IV	08	C	039965	33604002
					HOSE SPLIT 2 INCHES FROM END 1/2 INCH IN LENGTH					
50021	P01594	B	760607	05220	ENGINE COOLING SYSTEM-HOSES 73 174 NISSAN MTR CO LTD	91 PICKUP TRUCK	06	C	065155	67501001
					WORN EXCESS IN ONE SPOT ONE IN LONG- DOES NOT APPEAR WORN THROUGH					
30008	P01108	B	751226	05230	ENGINE COOLING SYSTEM-PUMP,WATER 73 022 DODGE	9A DODGE TRUCK AND VA B300	21	C	040576	68510002
					PULLEY HUB CAME LOOSE-FAN WENT INTO THE RADIATOR					
40004	P01368	B	760329	05230	ENGINE COOLING SYSTEM-PUMP,WATER 73 031 FORD DIVISION	9A FORD TRUCK AND VAN LN-7000	08	C	052162	45406009
					RUBBER CAP ON WATER PUMP CRACKED ABOVE CLAMP REPL PART NOT AVAILABLE					
50022	P01604	B	760607	05230	ENGINE COOLING SYSTEM-PUMP,WATER 69 041 BUICK	07 SPECIAL	33	C	000000	12601051
					SHAFT HARD TO TURN POSS BEARING/BUSHING TURNING W/SHAFT INSIDE CASE					
	P00717	B	750805	05230	ENGINE COOLING SYSTEM-PUMP,WATER 00 043 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	57	C	000000	055805004
					HUB FELL OFF WATER PUMP SHAFT (EXCESSIVE WEAR)					
30009	P01130	B	751228	05240	ENGINE COOLING SYSTEM-FAN 72 010 AMERICAN MOTORS	04 GREMLIN	03	C	057416	90027012
					1 BLADE OF 5 BLADE FAN BROKE-1 BLADE CORNER BENT-MAJOR PORTION MISSING					

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					YR MANUFACTURER	MAKE-MODEL				
30025	P01261	B	760306	05240	ENGINE COOLING SYSTEM-FAN		08	C	000000	63123002
					71 022 DODGE	02 CHARGER				
					CRACK EXTENDS FROM UNDER BRACKET TO BLADE SURFACE - FLEX METAL BLADES					
40002	P01342	B	760324	05240	ENGINE COOLING SYSTEM-FAN		28	C	041000	92632025
					72 022 DODGE	9A DODGE TRUCK AND VA 200				
					FAN CLUTCH FROZEN - ASSEMBLY INOPERATIVE					
30017	P01237	B	760203	05240	ENGINE COOLING SYSTEM-FAN		02	C	033375	79605131
					75 022 DODGE	91 B1 VAN COMPACT B100 VAN				
					FAN BLADE NICKED AND BENT					
20015	P00963	B	751030	05240	ENGINE COOLING SYSTEM-FAN		03	C	080364	044046005
					72 031 FORD DIVISION	08 TORINO				
					FAN BLADE BROKE-SUPPORT WHICH ATTATCHED BLADE TO HUB-METAL SPLIT					
50012	P01530	B	760507	05240	ENGINE COOLING SYSTEM-FAN		03	C	000000	44132015
					73 031 FORD DIVISION	08 TORINO				
					ONE OF 5 BLADE METAL FLEX FAN BROKE-OFF-FLEX PART CRKD FROM END TO CTR					
30001	P01004	B	751118	05240	ENGINE COOLING SYSTEM-FAN		03	C	051146	91401026
					74 031 FORD DIVISION	9D F-500 F500				
					FAN BROKE AT RIVET & BOLT HOLE-BLADE ON OPPOSITE SIDE ALSO BENT					
20003	P00475	B	750708	05240	ENGINE COOLING SYSTEM-FAN		03	C	000000	098499007
					66 041 BUICK	05 RIVIERA				
					ENG. COOLING FAN ASSEM. BROKE AT CONNECTING BOLTS					
50008	P01509	B	760422	05240	ENGINE COOLING SYSTEM-FAN		03	C	060140	23701047
					70 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE				
					BLADE BROKE OFF ARM OF FLEX FAN					
30025	P01254	B	760306	05240	ENGINE COOLING SYSTEM-FAN		03	C	044071	022152094
					71 043 CHEVROLET DIVISION	09 VEGA				
					TWO BLADES OF FOUR MISSING REMAINING ARE CRACKED					

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40004	P01367	B	760329	05240	ENGINE COOLING SYSTEM-FAN 71 151 ADAM OPEL AG	C1 OPEL 1900	03	C	033384	45406009
					PLASTIC FAN BLADE IS BROKEN					
20016	P00975	B	751108	05250	ENGINE COOLING SYSTEM-BELTS 74 033 MERCURY	04 MERCURY	37	C	026716	63105001
					EXCESSIVE WEAR AT BUSHING WHERE IDLER PULLEY TURNS ON SHAFT					
20013	P00909	B	751020	05260	ENGINE COOLING SYSTEM-THERMOSTAT 74 033 MERCURY	04 MERCURY	53	C	012546	22203030
					THERMOSTAT STUCK OPEN					
40006	P01395	B	760331	05260	ENGINE COOLING SYSTEM-THERMOSTAT 69 044 OLDSMOBILE	C2 DELTA 88-ROYALE	03	C	082752	63301003
					BRACKET FOR SPRING BASE SEPARATED FROM MAIN BODY OF THERMOSTAT					
20007	P00817	B	750825	05260	ENGINE COOLING SYSTEM-THERMOSTAT 73 044 OLDSMOBILE	06 98	21	C	018409	000000000
					THERMOSTAT CAME APART AND LOCKED IN CLOSED POSITION					
40005	P01383	B	760330	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 69 031 FORD DIVISION	02 FALCON	08	C	000000	94101002
					FILLER NECK WEATHERED AND CRACKED AT 45 DEGREE BEND					
	P01497	B	760421	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 72 043 CHEVROLET DIVISION	B0 EL CAMINO	03	C	000000	68510002
					FILLER NECK BROKE OFF (NO PART SENT)					
30011	P01219	B	760123	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 71 122 BRITISH LEYLAND MOTOR CO	50 TRIUMPH	08	C	022000	20009003
					THREE CRACKS IN FUEL HOSE					
20008	P00837	B	750905	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 72 163 FIAT S.P.A.	01 FIAT 124 SPORTS COUP	08	C	031679	093702030
					FUEL TANK FILLER-NECK CRAKED-FUMES & GAS LEAKED INTO TRUNK					

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40009	P01403	B	760331	06112		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		08	C	000000	20009003
					68	163 FIAT S.P.A.	04 FIAT 124 SPYDER				
						HOSE HAS SERIES OF CRACKS CAUSING FUEL LEAKAGE					
30011	P01218	B	760123	06112		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		08	C	000000	20009003
					71	163 FIAT S.P.A.	04 FIAT 124 SPYDER				
						NUMEROUS CRACKS IN FUEL TANK FILTER HOSE					
20009	P00836	B	750905	06112		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		08	C	053393	093702030
					72	174 NISSAN MTR CO LTD	01 DATSUN 240Z				
						FUEL TANK FILLER NECK CRACKED-GAS FUMES ENTER PASSANGER COMPARTMENT					
20001	P00483	B	750715	06112		FUEL TANK ASSEMBLY-PIPE,FILLER-NECK		08	C	040560	092655004
					72	174 NISSAN MTR CO LTD	01 DATSUN				
						FUEL TANK FILLER NECK CRACKED-FUEL LEAKAGE					
30000	P01051	B	751120	06113		FUEL TANK ASSEMBLY-TANK		49	C	024256	90027012
					73	163 FIAT S.P.A.	01 FIAT				
						TANK HAS GROUPS OF SMALL PIN HOLES ON BOTTOM,APPEARS TO HAVE RUSTED					
30007	P01109	B	751226	06121		FUEL EMISSION CONTROL-LINES,VAPOR VENT		49	C	045321	68510002
					73	022 DODGE	9A DODGE TRUCK AND VA D100				
						EXTERIOR OF METAL VENT LINE CORRODED THRU-LINE RUSTED THRU PASS AREA					
20008	P00828	B	750827	06131		FUEL LINES,METALLIC		49	C	041763	068510002
					72	022 DODGE	9A DODGE TRUCK AND VA CUSTOM				
						FUEL VENT LINE RUSTED CAUSING FUEL VAPORS TO ENTER CAB.					
20007	P00715	B	750805	06131		FUEL LINES,METALLIC		49	C	000000	055805004
					66	023 PLYMOUTH	A4 FURY I				
						GAS LINE RUSTED THROUGH					
20011	P00892	B	751010	06131		FUEL LINES,METALLIC		49	C	090465	61107005
					62	033 MERCURY	04 MERCURY				
						FUEL LINE RUSTED/CORRODED					

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20007	P00714	B	750805	06131	FUEL LINES,METALLIC 67 045 PONTIAC DIVISION	C3 CATALINA	49	C	050128	055805004
					GAS LINES RUSTED AND LEAKED					
20004	P00456	B	750725	06132	FUEL LINES,HOSES,NON-METALLIC 71 023 PLYMOUTH	A6 VALIANT-DUSTER	08	C	052824	063301003
					FUEL PUMP HOSE SPLIT NEAR DISTRIBUTOR AREA CAUSING LEAKAGE					
20011	P00893	B	751008	06132	FUEL LINES,HOSES,NON-METALLIC 69 023 PLYMOUTH	E4 FURY-SUBURBAN	32	C	048539	01230005
					FUEL LINES LEAKS-CAR STOPPED OPERATING					
	P01049	B	751112	06132	FUEL LINES,HOSES,NON-METALLIC 76 043 CHEVROLET DIVISION	01 CAMARO	09	C	000000	22150084
					GAS LINE SEVERED FROM OBJECT IN RD. BOUNCING UP, STRIKING FUEL LINE					
20013	P00967	B	751030	06132	FUEL LINES,HOSES,NON-METALLIC 71 045 PONTIAC DIVISION	A4 TEMPEST/LEMANS GTO	06	C	058642	90027012
					FUEL HOSE AT TANK-HOSE RUBBED AGAINSTS BRAKE CINE ON REAR END-LEAKS					
20007	P00826	B	750827	06132	FUEL LINES,HOSES,NON-METALLIC 67 154 DAIMLER-BENZ AG	01 MERCEDES-BENZ	09	C	075729	068510002
					FUEL HOSE CUT/TORN UNDER CLAMP					
20008	P00835	B	750905	06132	FUEL LINES,HOSES,NON-METALLIC 67 174 NISSAN MTR CO LTD	01 DATSUN SPL 311 1600	10	C	074713	093702030
					FUEL LINE TO FUEL PUMP DETERIORATED FROM ACID-BATTERY MOUNTED OVERLINE					
DOT1	P01194	B	760118	06132	FUEL LINES,HOSES,NON-METALLIC 71 174 NISSAN MTR CO LTD	06 DATSUN-510,PL510 510	32	C	022676	90027012
					HOSE LEAKING-POSSIBLY DUE TO POSITION OF CLAMP					
50007	P01496	B	760419	06136	FUEL PUMP 63 031 FORD DIVISION	03 FORD	03	C	098209	68510002
					FUEL PUMP RETURN SPRING BROKE AND FELL OFF					

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40006	P01400	B	760331	06136	FUEL PUMP 72 043 CHEVROLET DIVISION	C4 NOVA	28	C	016714	633G1003
					NO EXTERNAL DEFECTS DIAPHRAM ACTION IS GOOD POSS INTERNAL MALFUNCTN					
30017	P01242	B	760203	06136	FUEL PUMP 66 045 PONTIAC DIVISION	C3 CATALINA	32	C	066740	198G2003
					DIAPHRAM WEAK - POSSIBLY RUPTURED AND LEAKING					
20007	P00821	B	750827	06210	CARBURETOR,UNKNOWN TYPE 74 174 NISSAN MTR CO LTD	01 DATSUN	26	C	022675	090027012
					CARBURETOR FLOAT SINKS CAUSING ENGINE TO FLOOD					
40007	P01412	B	760401	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 74 023 PLYMOUTH	E6 VALIANT-SCAMP	07	C	030935	23513G01
					FLOAT BROKEN-FLOAT MATERIAL HAS ABSORBED FUEL CAUSING FLOODING OF CARB					
30012	P01181	B	760107	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 70 023 PLYMOUTH	00 PLYMOUTH	32	C	025817	85004002
					FLOAT LEAKS GAS TO INSIDE-SINKS,CAUSING FLOATING-POSSIBLE LEAK					
30010	P01143	B	751229	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 74 031 FORD DIVISION	D5 MUSTANG II	07	C	014000	97266002
					FLOATS ARE SOAKING UP GAS IN USE-PROBABLY WOULD SINK-CAUSING FLOODING					
30013	P01200	B	760123	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 71 031 FORD DIVISION	G3 FORD-LTD	08	C	042675	00000000
					DIAPHRAM RUPTURE CAUSING FLOODING AND EXCESSIVE FUEL CONSUMPTION					
30013	P01198	B	760123	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 73 031 FORD DIVISION	G3 FORD-LTD	08	C	022500	00000000
					DIAPHRAM RUPTURE CAUSING FLOODING AND HIGH FUEL CONSUMPTION					
30013	P01199	B	760123	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 64 031 FORD DIVISION	H3 FORD-GALAXIE 500	08	C	082460	00000000
					DIAPHRAM RUPTURE CAUSING FLOODING AND EXCESSIVE FUEL CONSUMPTION					

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30021	P01275	B	760207	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 00 031 FORD DIVISION	00 FORD DIVISION	28	C	000000	84111015
					NO VISIBLE DEFECT - SUSPECT VACUUM LEAK					
30021	P01275	C	760207	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 00 031 FORD DIVISION	00 FORD DIVISION	28	C	000000	84111015
					NO VISIBLE DEFECTS - SUSPECT VACUUM LEAK					
30017	P01245	B	760203	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 72 031 FORD DIVISION	06 PINTO	08	C	038540	80910024
					DIAPHRAM IS CRACKED AT ONE POINT					
30013	P01201	B	760123	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 72 031 FORD DIVISION	9C F-250 F250	44	C	041500	00000000
					POOR PERFORMANCE FROM ECONOMIZER VALVE - ROUGH RUNNING - POOR MILEAGE					
50019	P01590	B	760607	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 00 041 BUICK	B6 SKYLARK GS	07	C	000000	85364001
					COMPOSITE STYROFOAM TYPE FLOAT SATURATED WITH GAS					
30010	P01135	B	751229	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 68 041 BUICK	06 SKYLARK	44	C	082000	91042007
					FLOAT STICKS-CAUSES POOR GAS MILEAGE & HIGH CO READINGS-ABSORBS GAS					
30010	P01133	B	751229	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 68 042 CADILLAC DIVISION	A2 FLEETWOOD-ELDORADO	26	C	082000	91042007
					CARB FLOAT SINKS CAUSING ENG TO FLOOD--POSSIBLY ABSORBS GAS					
50019	P01587	B	760607	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 69 043 CHEVROLET DIVISION	E0 PICK-UP MODELS	07	C	042167	85364001
					COMPOSITE STYROFOAM TYPE FLOAT-FULL OF GAS					
30010	P01134	B	751229	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 68 043 CHEVROLET DIVISION	E3 IMPALA	26	C	042500	91042007
					FLOAT SINKS CAUSES FLOODING, POOR OPERATION-POSSIBLY ABSORBS GASOLINE					

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30005	P01071	B	751206	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 68 043 CHEVROLET DIVISION	E3 IMPALA	07	C	071125	80903015
					CARB FLOAT ABSORBED GASOLINE					
50019	P01589	B	760607	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 69 043 CHEVROLET DIVISION	E3 IMPALA	07	C	010125	85364001
					COMPOSITE STYROFOAM TYPE FLOAT SATURATED WITH GAS					
40003	P01357	B	760329	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 73 043 CHEVROLET DIVISION	E3 IMPALA	28	C	032000	53140014
					VACUUM OPERATED CHOKE PULL-OFF-NO VISABLE DEFECTS					
30012	P01182	B	760107	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 71 043 CHEVROLET DIVISION	00 CHEVROLET DIVISION	07	C	060314	85004002
					FLOAT,STYROFOAM TYPE,SOAKED GAS-SINKS CAUSING FLOODING					
20008	P00847	B	750912	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 69 043 CHEVROLET DIVISION	02 CHEVELLE	10	C	082200	094303031
					CARB FLOAT ABSORBS GAS					
30005	P01072	B	751206	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 68 043 CHEVROLET DIVISION	03 CHEVROLET	07	C	049975	80903015
					CARB FLOAT ABSORBED GASOLINE					
20004	P00728	B	750808	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 69 043 CHEVROLET DIVISION	03 CHEVROLET	28	C	000000	085364001
					FLOAT INOPERATIVE CAUSING CARBURETOR TO FLOOD					
20004	P00727	B	750808	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 69 045 PONTIAC DIVISION	03 PONTIAC	28	C	061735	085364001
					FLOAT INOPERATIVE CAUSING CARBURETOR TO FLOOD					
50019	P01588	B	760607	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 76 049 GMC	9A GMC TRUCK P-40	07	C	011970	85364001
					COMPOSITE STYROFOAM TYPE FLOAT-FULL OF GAS					

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	P01370	B	760330	06223	CARBURETOR,SINGLE-OTHER PART 75 032 LINCOLN	00 LINCOLN 81	21	C	019500	42301006
					NO PART-FUEL PLUG IN CARB FELL OUT CAUSING FUEL TO LEAK ON ENGINE					
20001	P00470	B	750710	06223	CARBURETOR,SINGLE-OTHER PART 68 043 CHEVROLET DIVISION	02 CHEVELLE	32	C	267119	063105001
					CARBURETOR LEAKS AROUND BASE					
20005	P00799	B	750813	06223	CARBURETOR,SINGLE-OTHER PART 73 174 NISSAN MTR CO LTD	01 DATSUN DL620	49	C	036614	093702024
					RELAY CONTACTS RUSTED/CORRODED CAUSING CHOKE TO STAY ON					
50006	P01487	B	760413	06233	CARBURETOR,DOUBLE-OTHER PART 73 031 FORD DIVISION	A8 GRAN TORINO	49	C	000000	58201003
					EGR BLOCK FOR 2BR CARb PARTIALLY EATEN AWAY CAUSING VACUUM LEAK					
50013	P01540	B	760507	06233	CARBURETOR,DOUBLE-OTHER PART 73 031 FORD DIVISION	B0 F-SERIES F-350	04	C	041222	68102003
					ALUMNM 2BBL CARB SPACER PLATE BURNT THRU IN ONE CHANNEL AT 1 CORNER					
30013	P01197	b	760123	06233	CARBURETOR,DOUBLE-OTHER PART 73 031 FORD DIVISION	05 MUSTANG	04	C	032400	000000000
					EMISSION PORT AND CHANNEL BLOCKED BY DEPOSIT CAUSING DETERIORATION					
30005	P01067	B	751206	06233	CARBURETOR,DOUBLE-OTHER PART 73 033 MERCURY	05 MONTEGO	49	C	038807	24017016
					CARB SPACER PLATE HAS EMISSION HOOK-UP HOLES-CLOGGED W/DEPOSITS					
20005	P00803	B	750814	06233	CARBURETOR,DOUBLE-OTHER PART 73 043 CHEVROLET DIVISION	D3 CAPRICE	02	C	017181	076015012
					SECONDARY THROTTLE PLATES BENT					
20013	P00916	B	751020	06243	CARBURETOR,FOUR-BARREL-OTHER PART 00 000 UNKNOWN	00 UNKNOWN TRUCK	00	C	000000	54911018
					GASKETS & SPACER PLATE CRACKED					

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40006	P01393	B	760331	06243	CARBURETOR,FOUR-BARREL-OTHER PART 73 031 FORD DIVISION	07 THUNDERBIRD	49	C	048734	00000000
					ALUM CARB SPACER IN EGR PASSAGE BTWN PORTS & EDGE IS CORRODED					
30006	P01090	B	751224	06243	CARBURETOR,FOUR-BARREL-OTHER PART 69 043 CHEVROLET DIVISION	E3 IMPALA	26	C	076779	90027012
					CARB FLOAT EXTREMELY BRITTLE-BROKEN IN TWO-APPEARS IT ABSORBED GAS					
30021	P01274	B	760207	06243	CARBURETOR,FOUR-BARREL-OTHER PART 71 043 CHEVROLET DIVISION	03 CHEVROLET	08	C	004000	84111015
					PLASTIC CHOKE PULLED OFF DIAPHRAM COVER-SPLIT AT SEAM-QUADRAJET CARB					
20008	P00850	B	750919	06243	CARBURETOR,FOUR-BARREL-OTHER PART 64 045 PONTIAC DIVISION	03 PONTIAC	10	C	000000	024017G16
					CARB FLOAT ABSORBS GAS-SINKS					
	P01404	B	760331	06327	FUEL INJECTION,ELECTRIC-INJECTOR 71 155 VOLKSWAGEN	B3 SQUAREBACK SEDAN	32	C	026832	20009003
					NO PART-REPLACED 2 FUEL INJECTORS-FUEL LEAKAGE FROM FLEX HOSE					
30006	P01078	B	751224	06327	FUEL INJECTION,ELECTRIC-INJECTOR 72 181 AB VOLVO	A1 VOLVO 142	32	C	041502	67501001
					4 FUEL INJECTORS LEAK-NO WEAR VISIBLE-NO SPECIFICS					
	P01019	B	751118	06327	FUEL INJECTION,ELECTRIC-INJECTOR 73 181 AB VOLVO	01 VOLVO	32	C	000000	67501001
					NO PART SENT-FUEL INJECTORS ARE REBUILT ITEMS ON EXCHANGE BASIS					
	P01018	B	751118	06327	FUEL INJECTION,ELECTRIC-INJECTOR 00 182 SAAB AKTIEBOLAG IN	A1 SAAB 99,99LE,99EMS	32	C	000000	67501001
					NO PART SENT-FUEL INJECTORS ARE REBUILT ITEMS ON EXCHANGE BASIS					
50009	P01516	B	760419	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 74 110 INTERNATIONAL HARVESTER	11 INTERNATIONAL TRUC 1/2 TON	08	C	018000	51106004
					CRACK IN HOUSING BEFORE BRACKET WHERE CABLE BOLTS TO CARB					

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20008	P00839	B	750905	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 70 010 AMERICAN MOTORS	05 HORNET	08	C	041789	085004002
					THROTTLE CABLE FRAYED & SPLIT					
20011	P00887	B	751008	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 70 010 AMERICAN MOTORS	05 HORNET	03	C	035453	63123002
					CABLE FRAYED AND CAUSED THROTTLE TO STAY OPEN					
30021	P01267	B	760207	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 67 023 PLYMOUTH	00 PLYMOUTH	53	C	000000	51106004
					PLASTIC CABLE BUSHING BROKEN AND BENT,RUST INSIDE CABLE HOUSING					
30015	P01192	B	760118	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 71 023 PLYMOUTH	00 PLYMOUTH	03	C	000000	85004002
					STRANDS OF CABLE CASING BROKE WHERE CABLE CONNECTS TO ACCELERATOR					
20016	P00973	B	751108	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 69 031 FORD DIVISION	E3 FORD-CUSTOM 500	03	C	051980	8225011
					METAL STRANDS OF CABLE BROKE AT FITTING,UNWINDING CABLE STILL INTACT					
30005	P01076	B	751224	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 72 031 FORD DIVISION	G3 FORD-LTD	03	C	019223	98126073
					THROTTLE CABLE FRAYED-ENDS SAME LENGTH-OTHER PARTS EXCELLENT CONDITION					
50009	P01515	B	760419	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 71 031 FORD DIVISION	04 MAVERICK	03	C	045000	51106004
					THROTTLE CABLE SNAPPED AT ACCELERATOR CONNECTOR					
30014	P01202	B	760123	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 70 033 MERCURY	E4 MERCURY-MONTEREY	53	C	069300	00000000
					CABLE IS FRAYED AT METAL FITTING AWAY FROM CARB					
20011	P00897	B	751009	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 69 043 CHEVROLET DIVISION	02 CHEVELLE	53	C	057153	54911007
					THROTTLE CABLE STICKS, CAUSING FAST IDLE					

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20013	P00912	B	751020	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 70 044 OLDSMOBILE	04 TORONADO	53	C	083266	54911007
					PLASTIC BRACKET HOUSING CRIMPED AT CARB END PREVENTING CABLE FROMMOVIN					
40005	P01380	B	760330	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 70 045 PONTIAC DIVISION	B4 LE MANS	06	C	000000	01904029
					ACCELERATOR LINKAGE CABLE BROKEN WHERE ATTACHED TO CARBURATOR					
30015	P01193	B	760118	06430	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE 71 049 GMC	9A GMC TRUCK	03	C	070834	85004002
					CABLE CASING SEPARATED FROM RUBBER GROMET - PLASTIC AROUND CABLE BROKE					
30006	P01085	B	751224	06500	EXHAUST/CRANKCASE EMISSION CONTROL DEVICE 71 022 DODGE	02 CHARGER	28	C	053418	63301003
					VALVE IN TWO PIECES-SPRING STILL STRONG-INSIDE DIRTY,OILY DEPOSITS					
30010	P01142	B	751229	06500	EXHAUST/CRANKCASE EMISSION CONTROL DEVICE 73 031 FORD DIVISION	9A FORD TRUCK AND VAN VAN	04	C	042400	97266002
					METAL SPACER BLOCK BURNED FROM EXHAUST GASES-METAL BURNT-OUTLET CLOGED					
30011	P01152	B	751229	06500	EXHAUST/CRANKCASE EMISSION CONTROL DEVICE 00 031 FORD DIVISION	9E BRONCO U100 4X4 BRONCO	49	C	043700	97266002
					EXHAUST HAS EATEN AWAY INTERIOR CHAMBER OF BLOCK-PIPE CLOGGED					
30011	P01151	B	751229	06500	EXHAUST/CRANKCASE EMISSION CONTROL DEVICE 73 031 FORD DIVISION	91 RANCHERO 500	49	C	034453	97266002
					EXHAUST GASES HAVE CORRODED INTERIOR OF EGR SPACER BLOCK-METAL EATEN					
50002	P01439	B	760401	06530	EXHST/CRNKCSE EMISSION CNTRL-CHECK VALVE 74 043 CHEVROLET DIVISION	01 CAMARO 2-28	32	C	022536	03060006
					THERMO VACUUM SWITCH LEAKS-EGR CONNECTION BROKEN OFF					
20003	P00706	B	750729	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 010 AMERICAN MOTORS	A9 JEEP WAGONEER	03	C	020861	000000000
					HEAT CONTROL VALE BROKE CAUSING EXHAUST FUMES TO ENTR PASS.COMPARTMENT					

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40009	P01437	B	760401	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 022 DODGE	05 DART	08	C	043606	90027012
					MANIFOLD CRACKED ON EITHER SIDE OF HEAT COLLECTOR					
50020	P01563	B	760512	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 022 DODGE	05 DART	08	C	022204	90027012
					EXH. MANIFOLD CRACKED ON BOTH SIDES WHERE COLLECTOR MEETS HEAT RISER					
50014	P01553	B	760507	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 022 DODGE	9A DODGE TRUCK AND VA VAN	08	C	045690	79605131
					EXHAUST MANIFOLD CRACKED ACROSS CIRCUMFERENCE OF COLLECTOR-PORTS CONTM					
50020	P01560	B	760512	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 71 023 PLYMOUTH	06 VALIANT	08	C	093926	90027012
					EXHAUST MANIFOLD CRACKED IN 2 ABOUT CIRCUM OF COLLECTOR BTWN PORTS 3-4					
30007	P01098	B	751224	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 69 031 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	049492	98944004
					RIGHT MANIFOLD BROKE IN MIDDLE-CRACK VISIBLE ON UNDERSIDE-RUST NOT CAU					
30007	P01096	B	751224	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 69 031 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	049492	98944004
					LEFT MANIFOLD BROKE IN TWO-BREAK IS FAIRLY EVEN-STRAIGHT-RUST NOT CAUS					
20016	P00966	B	751030	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 70 031 FORD DIVISION	05 MUSTANG	08	C	079472	90027012
					MANIFOLD SPLIT IN TWO					
20016	P00959	B	751031	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 031 FORD DIVISION	9C F-250	08	C	019818	67421008
					EXHAUST MANIFOLD CRACKED BY EXHAUST HOOKUP					
20013	P00919	B	751020	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 032 LINCOLN	A2 MARK IV	08	C	024560	97404019
					EXHAUST MANIFOLD CRACKED IN TWO-BETWEEN 2ND & 3RD CYLINDER					

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20016	P00968	B	751030	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 032 LINCOLN	A2 MARK IV	08	C	035257	90027012
					MANIFOLD IS CRACKED					
30008	P01120	B	751226	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 042 CADILLAC DIVISION	A2 FLEETWOOD-ELDORADO	08	C	052560	63105001
					RUST IS EVIDENT IN CRACK-MORE CRACKS NEAR MOUNTING HOLES					
50007	P01490	B	760419	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 043 CHEVROLET DIVISION	A3 BELAIR	03	C	099463	76901005
					EXHAUST MANIFOLD BROKE INTO THREE PIECES					
30027	P01292	C	760214	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 043 CHEVROLET DIVISION	C0 BLAZER BLAZER	03	C	028480	93705048
					CRACKED IN TWO BY #7 EXHAUST PORT AND PIPE HOOK-UP					
30027	P01292	B	760214	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 043 CHEVROLET DIVISION	C0 BLAZER BLAZER	03	C	028480	93705048
					CRACKED IN TWO BY #8 EXHAUST PORT AND PIPE HOOK-UP					
30004	P01048	B	751122	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 043 CHEVROLET DIVISION	E0 PICK-UP MODELS P.U. 1/2 TON	03	C	012700	70601002
					LEFT SIDE OF V-8 ENG EXHAUST MANIFOLD CRACKED & SEPARATED AT 2 PLACES					
30004	P01047	B	751122	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 043 CHEVROLET DIVISION	E0 PICK-UP MODELS P.U. 1/2 TON	03	C	012460	70601002
					RIGHT ENG EXHAUST MANIFOLD OF V-8 CRACKED & SEPARATED AT CENTER PORTS					
30028	P01268	C	760207	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 043 CHEVROLET DIVISION	02 CHEVELLE	03	C	000000	51106004
					EXHAUST PIPE BROKE NEAR PIPE CONNECTION AND NUMBER 8 EXHAUST PORT					
20016	P00958	B	751030	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 043 CHEVROLET DIVISION	03 CHEVROLET	08	C	013476	67421008
					MANIFOLD SPLIT IN TWO PLACES					

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50010	P01512	C	760421	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 043 CHEVROLET DIVISION	03 CHEVROLET	08	C	021646	93705048
					MANIFOLD CRACKED AT BASE RUNNER ON #4 CYL					
50010	P01512	B	760421	06610	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 043 CHEVROLET DIVISION	03 CHEVROLET	08	C	021646	93705048
					MANIFOLD CRACKED AT BASE OF RUNNER ON #1 CYL					
30016	P01186	B	760118	06620	EXHAUST SYSTEM-PIPE,EXHAUST 71 023 PLYMOUTH	00 PLYMOUTH	08	C	033505	68510011
					EXHAUST MANIFOLD FROM SIX CYLINDER IS CRACKED IN TWO PLACES					
20015	P00964	B	751030	06620	EXHAUST SYSTEM-PIPE,EXHAUST 71 023 PLYMOUTH	04 FURY	76	C	044948	044646005
					INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED					
20002	P00481	B	750711	06620	EXHAUST SYSTEM-PIPE,EXHAUST 71 023 PLYMOUTH	90 PLYMOUTH TRUCK & V	76	C	000000	024153008
					EXHAUST PIPE COLLAPSED					
20005	P00794	B	750812	06620	EXHAUST SYSTEM-PIPE,EXHAUST 71 031 FORD DIVISION	H3 FORD-GALAXIE 500	76	C	000000	037830002
					EXHAUST PIPE INNER LINER COLLAPSED					
30025	P01306	B	760306	06620	EXHAUST SYSTEM-PIPE,EXHAUST 73 031 FORD DIVISION	I3 FORD-RANCH WAGON	76	C	037070	54301057
					INNER WALL OF DOUBLE WALLED PIPE COLLAPSED					
20013	P00913	B	751020	06620	EXHAUST SYSTEM-PIPE,EXHAUST 70 031 FORD DIVISION	03 FORD	76	C	034000	53215010
					EXHAUST PIPE COLLAPSES ON INTERIOR					
50021	P01597	B	760607	06620	EXHAUST SYSTEM-PIPE,EXHAUST 68 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	76	C	081562	96126073
					INNER WALL OF DOUBLE WALLED EXHAUST PIPE COMPLETELY COLLAPSED					

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50021	P01596	B	760607	06620	EXHAUST SYSTEM-PIPE,EXHAUST 69 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	76	C	000000	98126073
					INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED					
30008	P01121	B	751226	06620	EXHAUST SYSTEM-PIPE,EXHAUST 71 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	76	C	000000	32809006
					INNER LINER COLLAPSED-BLOCKED EXHAUST-MOTOR WOULDN'T RUN-RUSTY					
40003	P01350	B	760324	06620	EXHAUST SYSTEM-PIPE,EXHAUST 72 042 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	76	C	064000	52404002
					INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED					
30022	P01216	B	760214	06620	EXHAUST SYSTEM-PIPE,EXHAUST 68 042 CADILLAC DIVISION	01 CADILLAC	76	C	068352	98126073
					INNER WALL OF DOUBLE EXHAUST PIPE COLLAPSED RESTRICTING EXHAUST FLOW					
20004	P00713	B	750805	06620	EXHAUST SYSTEM-PIPE,EXHAUST 74 043 CHEVROLET DIVISION	D3 CAPRICE	12	C	043236	033604002
					INNER LINER OF EXHAUST PIPE COLLAPSED					
30022	P01268	B	760207	06620	EXHAUST SYSTEM-PIPE,EXHAUST 73 043 CHEVROLET DIVISION	02 CHEVELLE	76	C	000000	51106004
					INNER WALL OF DOUBLED EXHAUST PIPE COLLAPSED RESTRICTING EXHAUST					
	P01462	B	760406	06620	EXHAUST SYSTEM-PIPE,EXHAUST 73 043 CHEVROLET DIVISION	02 CHEVELLE	06	C	065452	68510002
					NO PART SENT-SHOP SAYS SHOCK MOUNT WORE HOLE ON LOWER R EXHST MNTING					
20003	P00488	B	750710	06620	EXHAUST SYSTEM-PIPE,EXHAUST 72 043 CHEVROLET DIVISION	03 CHEVROLET	12	C	030411	027101002
					EXHAUST PIPE COLLAPSED					
	P01465	B	760406	06630	EXHAUST SYSTEM-MUFFLER-RESONATOR 00 000 UNKNOWN	00 UNKNOWN	44	C	000000	64109015
					NO PART SENT-SHOP COMMENT IS MIDAS MUFFLER					

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	P01223	B	760123	06630	EXHAUST SYSTEM-MUFFLER-RESONATOR 00 022 DODGE	05 DART	49	C	014000	63105001
					REAR RESONATOR RUSTING OUT IN 225 CID ENGINE-NO PART SENT					
30013	P01210	B	760123	06630	EXHAUST SYSTEM-MUFFLER-RESONATOR 00 023 PLYMOUTH	A6 VALIANT-DUSTER	49	C	000000	63105001
					RUSTING OUT OF REAR RESONATOR-NO PART SENT					
30011	P01222	B	760123	06630	EXHAUST SYSTEM-MUFFLER-RESONATOR 00 044 OLDSMOBILE	04 TORONADO	49	C	000000	63105001
					DETERIORATION IN REAR SECTION OF RESONATOR-NO PART SENT IN					
40004	P01366	B	760329	06640	EXHAUST SYSTEM-TAIL PIPE 71 043 CHEVROLET DIVISION	E3 IMPALA	76	C	000000	45406009
					INNER LINING OF EXHAUST PIPE COLLAPSED					
20001	P00465	B	750708	07110	POWER TRAIN CLUTCH ASSEMBLY-PEDAL 67 155 VOLKSWAGEN	01 TYPE I	03	C	049636	063105001
					CLUTCH PEDAL BROKE AT PIVOT CONNECTION PIN					
40005	P01374	B	760330	07110	POWER TRAIN CLUTCH ASSEMBLY-PEDAL 69 155 VOLKSWAGEN	01 TYPE I	08	C	052490	90027012
					PEDAL IS CRACKED JUST BEFORE SLEEVE THAT ATTACHES TO LINKAGE					
30019	P01252	B	760203	07120	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 74 043 CHEVROLET DIVISION	09 VEGA	09	C	035888	029611001
					CLUTCH CABLE FRAYED AND BROKE FOUR INCHES FROM EYELET END					
20005	P00798	B	750813	07120	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 72 181 AB VOLVO	01 VOLVO	03	C	036345	093702023
					CLUTCH CABLE BROKE APPROXIMATELY 1 INCH FROM END					
40004	P01365	B	760329	07130	POWER TRAIN CLUTCH ASM-LINKAGE,RIGID 73 044 OLDSMOBILE	05 4-4-2	03	C	026564	45406009
					COLLAR ON THROW-OUT BRNG BROKEN					

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20003	P00486	B	750711	07170	PWR TRN CLUTCH ASM-PLATE,DRIVE,CLUTCH 74 031 FORD DIVISION	04 MAVERICK	04	D	008000	019020002
					CLUTCH PRESSURE PLATE FINGER BROKE					
	P00457	B	750728	07170	PWR TRN CLUTCH ASM-PLATE,DRIVE,CLUTCH 74 043 CHEVROLET DIVISION	09 VEGA	05	C	002600	050265003
					CLUTCH DISC AND PRESSURE PLATE BURNT OUT					
30001	P01001	B	751114	07200	POWER TRAIN TRANSMISSION,STANDARD-MANUAL 69 182 SAAB AKTIEBOLAG IN	A1 SAAB 99,99LE,99EMS	57	C	052020	67501001
					GEAR TEETH SHOW EXCESSIVE WEAR-CHIPPING					
20013	P01052	B	751024	07240	PWR TRN TRNS.-UNK.TYP- 67 023 PLYMOUTH	04 FURY	08	C	051404	60626008
					RUBBER BODY OF TRANS MOUNT SPLIT					
20015	P00955	B	751024	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 00 000 UNKNOWN	00 UNKNOWN	02	C	000000	60626008
					ARM TO TRANSMISSION BENT					
30008	P01118	B	751226	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 74 031 FORD DIVISION	05 MUSTANG	28	C	027394	98036056
					ENG WILL START WHILE IN GEAR-SWITCH CLICKS-POSSIBLY POOR INTERNAL CONE					
20003	P00827	B	750827	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 72 031 FORD DIVISION	06 PINTO	57	D	078148	068510002
					TRANSPAN & COOLER LINE RUBBING CAUSING HOLE IN COOLER LINE					
20008	P00846	B	750912	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 70 033 MERCURY	05 MONTEGO MONTEGO	03	C	080500	094303031
					TRANS INTERMEDIATE BAND BROKE					
50011	P01526	B	760501	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 75 041 BUICK	D2 CENTURY REGAL	08	C	022000	19405087
					PLASTIC SERVO PISTON FROM T-350 TRANS. CRACKED ACROSS DIA.IN 2 PIECES					

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40010	P01408	B	760331	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 74 043 CHEVROLET DIVISION	03 CHEVROLET	57	C	017982	30030021
					SOME CLUTCH & DISC SHOW BURN MKS,BUSHS SHOW WEAR,GEARS OK-FLUID PROBLM					
30010	P01129	B	751226	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 70 045 PONTIAC DIVISION	B4 LE MANS	21	C	000000	63111009
					CABLE HOUSING SEPARATED FROM METAL CONNECTOR-CAUSE INTERNAL FRICTION					
30006	P01079	B	751224	07300	POWER TRAIN TRANSMISSION,AUTOMATIC 00 176 TOYOTA MOTR CO LTD	00 TOYOTA MOTR CO LTD	03	C	051728	67501001
					REVERSE BAND EAR BROKEN OFF-APPARENTLY DUE TO INSUFFICIENT STRENGTH					
20017	P00990	B	751114	07350	PWR TRN TRNS,AUTO-SWCH-SOLENOID,SHIFT,VAC 70 031 FORD DIVISION	98 F100 2DR CONV. PU F100	28	C	039629	80910024
					NO PHYSICAL DAMAGE TO CASING,GREASE EVIDENT-POSSIBLE INTERNAL DAMAGE					
20013	P00941	B	751024	07410	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE WEAR OF BEARING ON U JOINT					
50017	P01569	B	760512	07410	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 65 010 AMERICAN MOTORS	02 AMERICAN	03	C	096569	90027012
					THREADED PART OF FLANGE BROKE IN 3- ONE CUP FROZEN IN U-JOINT FLANGE					
30002	P01021	B	751119	07430	PWR TRN DRIVELINE-BRKT-SUPT.,CENTER SHAFT 74 043 CHEVROLET DIVISION	E0 PICK-UP MODELS CHEYENNE	57	C	026746	63105001
					BEARING DISINTEGRATED-RACES SHOW EXCESSIVE WEAR-SUPPORT CRACKED					
40005	P01382	B	760310	07450	PWR TRN DRIVELINE-DIFFENTIAL UNIT 74 022 DODGE	9A DODGE TRUCK AND VA 300 VAN	07	C	017521	43614003
					BEARINGS ARE CONTAMINATED-RACES SEVERLY PITTED					
30006	P01084	B	751224	07450	PWR TRN DRIVELINE-DIFFENTIAL UNIT 73 023 PLYMOUTH	05 SATELLITE	03	C	085000	98134058
					PINION SHAFT BROKEN 6 INCHES FROM GEAR-POSSIBLY WEAK STEAL-NO SCORING					

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30015	P01234	B	760203	07450	PWR TRN DRIVELINE-DIFFENTIAL UNIT 75 043 CHEVROLET DIVISION	C4 NOVA	57	C	017201	43614003
					ROLLER BEARINGS BADLY WORN - BEARING RACE WORN ON INSIDE					
20005	P00804	B	750814	07452	PWR TRN DRIVELINE-DIFFENTIAL UNIT SNGL SP 73 022 DODGE	9A DODGE TRUCK AND VA 7300 MOTOR HOME	44	C	015545	045406001
					POOR PERFORMANCE OF BEARING (FAIL PART TAG ILLEGIBLE)					
DGT1	P01266	B	760207	07460	POWER TRAIN AXLE ASSEMBLY 73 043 CHEVROLET DIVISION	06 CORVETTE	03	C	052201	91401026
					REAR WH BEARING DISINTIGRATED,SHORT AXLE BROKEN AND BENT,R HUB BROKE					
50013	P01533	C	760507	07460	POWER TRAIN AXLE ASSEMBLY 74 049 GMC	9A GMC TRUCK 6000	03	C	010285	33604002
					8 LFT REAR AXLE FLANGE STUDS BROKE AT BASE OF COURSE THREADED SECTION					
30015	P01230	B	760203	07463	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 71 021 CHRYSLER DIVISION	B1 NEW YORKER	08	C	049824	50702006
					OUTER BEARING RACE SPLIT AND WORN - ROLLER BEARINGS WORN AT CONTACT					
50003	P01460	C	760406	07463	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 71 031 FORD DIVISION	E3 FORD-CUSTOM 500	57	C	024721	68510002
					SEALED TYP BL BEARING & RACE EXCESS.WORN-REPL-BLA88128R WORN ALSO					
50003	P01460	B	760406	07463	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 71 031 FORD DIVISION	E3 FORD-CUSTOM 500	57	C	024721	68510002
					SEALED TYPE BALL BEARING AND RACE EXCESSIVELY WORN					
20008	P00840	B	750905	07463	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 71 031 FORD DIVISION	9A FORD TRUCK AND VAN F350	01	C	060551	085004002
					LOCK PLATE NOT BENT OVER R BEARING NUT-ALLOWED NUTS TO FALL OFF					
30001	P01002	B	751114	07463	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 00 033 MERCURY	A1 CAPRI 2000	32	C	041850	67501001
					DOUBLE SEAL BEARING LEAKS GREASE					

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50009	P01514	B	760419	07470	POWER TRAIN-OTHER PART 73 031 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	020069	51106004
					REVERSE BAND BROKE OFF AT RETAINER CLIP					
40004	P01369	B	760329	07470	POWER TRAIN-OTHER PART 71 041 BUICK	04 LE SABRE	08	C	071076	45406009
					FLEX-PLATE CRACKED AROUND BOLT HOLES					
40004	P01365	C	760329	07470	POWER TRAIN-OTHER PART 73 044 OLDSMOBILE	05 4-4-2	50	C	026564	45406009
					IMPUT SHAFT HOUSING IS SCORED AND GOUGED					
50007	P01498	B	760421	07470	POWER TRAIN-OTHER PART 74 045 PONTIAC DIVISION	E4 GRAND AM	59	C	035256	79605020
					WELD BROKEN AT CONNECTION BETWEEN TRANS.COOLER LINE&TANK(OIL COOLER)					
30010	P01128	B	751226	08120	ELECTRICAL SYSTEM BATTERY-CABLE 73 043 CHEVROLET DIVISION	E3 IMPALA	73	C	033010	54911007
					NO VISIBLE SHORTS IN CABLE-POSSIBLE LOOSE CONNECTION					
	P01343	B	760324	08210	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 00 040 GENERAL MOTORS	00 GENERAL MOTORS	44	C	000000	92632025
					SHP LETTER RE HIGH FAIL RATE OF GM ALTW/INTEGRAL REG-NO PART SENT					
50021	P01594	C	760607	08210	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 174 NISSAN MTR CO LTD	91 PICKUP TRUCK	28	C	065155	67501001
					ALT BRUSHES WORN NO EXTERNAL DEFECTS-SHOP CLAIMS WATER DAMAGE					
50021	P01594	D	760607	08210	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 174 NISSAN MTR CO LTD	91 PICKUP TRUCK	28	C	065155	67501001
					NO APPARENT EXT DEFECT SHOP CLMS DIODE SET DMGD BY WATER FROM HOSE					
20009	P00868	B	750925	08220	ELECTRICAL SYSTEM REGULATOR 00 023 PLYMOUTH	C4 FURY III	44	C	000000	079601021
					POOR PERFORMANCE OF VOLTAGE REG-BATTERY BOILED-HI VOLTAGE-18 VOLT>					

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50021	P01594	F	760607	08220	ELECTRICAL SYSTEM REGULATOR 73 174 NISSAN MTR CO LTD	91 PICKUP TRUCK	28	C	065155	67501001
					EXT APPEAR NORM SHOP CLMS DAMAGED BY EXCESS LOAD FROM DMGD ALTERN					
50021	P01594	E	760607	08220	ELECTRICAL SYSTEM REGULATOR 73 174 NISSAN MTR CO LTD	91 PICKUP TRUCK	28	C	065155	67501001
					EXT APPEAR NORM SHOP CLMS DAMAGED BY EXCESS LOAD FROM DMGD ALTERN					
20007	P00447	B	750722	08230	ELECTRICAL SYSTEM STARTER 72 010 AMERICAN MOTORS	05 HORNET	57	D	034643	094133032
					EXCESSIVE WEAR OF STARTER PINION GEAR					
20001	P00479	B	750708	08230	ELECTRICAL SYSTEM STARTER 69 042 CADILLAC DIVISION	01 CADILLAC	03	D	068240	053140005
					STARTER HOUSING BROKE					
50029	P01605	B	760601	08231	ELECTRICAL SYSTEM STARTER MOTOR 74 043 CHEVROLET DIVISION	02 CHEVELLE	33	C	009294	15697025
					SLIGHT WEAR ON STARTER DRIVE NO OTHER VISIBLE DEFECTS					
30001	P00997	B	751114	08232	ELECTRICAL SYSTEM STARTER SOLENOID 00 040 GENERAL MOTORS	00 GENERAL MOTORS	28	C	000000	19802003
					SOLENOID WORN-PROBABLE ELEC SHORT-NO DATA CARD					
20007	P00808	B	750820	08233	ELECTRICAL SYSTEM STARTER RELAY 73 021 CHRYSLER DIVISION	01 CHRYSLER	02	C	002000	006120003
					CONTACTS BENT(SHOP STATES THAT RELAY WAS MISALIGNED WHEN INSTALLED)					
30011	P01157	B	760106	08240	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PAR 71 031 FORD DIVISION	06 PINTO	03	C	059332	085012004
					ALT.MOUNTING BRACKET BROKE NEAR ENG.-BROKE-BEFORE-WELDED-BROKE DIFF PL					
30011	P01158	B	760106	08240	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PAR 73 031 FORD DIVISION	06 PINTO	03	C	000000	085012004
					UPPER ALT BRACKET BROKEN NEAR WHERE MOUNTED TO ENG-RUST NOT CAUSE					

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30011	P01154	B	760106	08240	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PAR		03	C	000000	85012004
					73 031 FORD DIVISION	06 PINTO				
					ALTERNATOR PULLEY RIM BROKEN OFF ONE THIRD OF CIRCUMFERENCE-NO RUST					
30011	P01156	B	760106	08240	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PAR		03	C	000000	085012004
					69 044 OLDSMOBILE	00 OLDSMOBILE				
					ALTERNATOR PULLEY BROKEN IN HALF WHERE Z SIDES JOINED-INSUFF THICKNESS					
20010	P00926	B	751020	08240	ELECT.SYS.-ALTRNTR,RGULTR,STRTR-OTHER PAR		08	C	041000	60659011
					72 044 OLDSMOBILE	05 4-4-2				
					ALTERNATOR BRACKET CRACKED					
20002	P00474	B	750716	08320	ELECT.SYS.WIRING-HARNESS,REAR-UNDER DASH		73	C	000000	019963106
					00 041 BUICK	04 LE SABRE				
					ELECT. WIRING HARNESS SHORTED AND BURNT					
	P00376	B	750919	08340	ELECT.SYS.WIRING-OTHER PART		00	C	000000	031401020
					00 000 UNKNOWN	00 UNKNOWN				
					FAIL PART TAG SOAKED WITH FLUID-UNREADABLE					
	P00842	B	750827	08340	ELECT.SYS.WIRING-OTHER PART		10	C	035655	068510002
					72 043 CHEVROLET DIVISION	00 CHEVROLET DIVISION				
					INSULATION USED IN WIRING-HARNESS TOO THIN, ALLOWING METAL TO CUT					
30006	P01083	B	751224	08500	ELECTRICAL SYSTEM-IGNITION		21	C	044504	91720015
					69 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA				
					COUNTER WEIGHTS IN DISTRIBUTOR CAUSING HIGH FRICTION-DIFFICULT ROTATIO					
30005	P01074	B	751223	08510	ELECTRICAL SYSTEM-IGNITION-SWITCH		73	C	000000	63301003
					70 023 PLYMOUTH	04 SPORT FURY				
					IGN SWITCH CONTACTS APPEAR OK-JUNCTION CASE,REDWIRE TO JUNCTION MELTED					
DOT1	P01043	B	751112	08510	ELECTRICAL SYSTEM-IGNITION-SWITCH		28	C	081724	19020002
					69 031 FORD DIVISION	03 FORD-LTD				
					1 CONNECTION TO WIRING HARNESS BENT,PLASTIC HOUSING AT HARNESS BROKE					

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DOT1	P01207	B	760123	08510	ELECTRICAL SYSTEM-IGNITION-SWITCH 71 031 FORD DIVISION	03 FORD	04	C	053256	000000000
					WIRE BURNED AT TERMINAL ON IGNITION SWITCH - GROUND WIRE LOOSE					
50009	P01517	B	760419	08510	ELECTRICAL SYSTEM-IGNITION-SWITCH 74 032 LINCOLN	01 CONTINENTAL	04	C	020000	51106004
					ONE WIRE IN STARTER SYSTEM IS MELTED					
30010	P01127	B	751226	08510	ELECTRICAL SYSTEM-IGNITION-SWITCH 65 043 CHEVROLET DIVISION	E3 IMPALA	53	C	055672	54911007
					SHOP SAYS SWITCH STICKS IN START-STRONG RETURN SPRING-CK NOW					
20011	P00898	B	751009	08520	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START 73 043 CHEVROLET DIVISION	C4 NOVA	28	C	003800	03060006
					DEFECTIVE NEUTRAL START SWITCH					
40003	P01352	B	760329	08520	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START 72 049 GMC	9A GMC TRUCK 2500 4WD	28	C	045000	52404002
					NO APPARENT DEFECT - POSS INTERNALLY SHORTED					
50015	P01559	B	760512	08530	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND 69 021 CHRYSLER DIVISION	A1 NEWPORT	44	C	082713	01230005
					2NDARY IGNITN WIRING-POOR PERFORMANCE WHEN WET-CONTACTS NOT MAX PLIABL					
30025	P01294	B	760225	08530	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND 69 023 PLYMOUTH	05 SATELLITE	44	C	035791	01230005
					POSS HAIRLINE CRACKS IN INSULATION OIL ON COIL LEAD POOR PERF WHEN WET					
20009	P00867	B	750925	08530	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND 73 031 FORD DIVISION	G3 FORD-LTD	44	C	053675	001230005
					ENG SKIPS IN WET OR RAINY WEATHER					
50016	P01562	B	760512	08530	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND 72 031 FORD DIVISION	05 MUSTANG	44	C	069490	01230005
					2NDARY IGNITION WIRE SET-POORLY PERFORMS WET-WIRES NOT VERY PLIABLE					

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30002	P01024	B	751119	08530	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND 73 041 BUICK	02 CENTURY	44	C	050423	01230005
					VARIOUS WIRE BRANDS USED FOR REPLACEMENT-1 WIRE IS CORRODED-WIRE TAPED					
30022	P01166	B	760214	08540	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 74 I10 INTERNATIONAL HARVESTER	22 TRAVALL	73	C	018927	98126073
					UNIT IS SHORTED - NO SPECIFICS					
30013	P01224	B	760103	08550	ELEC.SYS.IGNITION-OTHER PART 00 020 CHRYSLER MOTORS	00 CHRYSLER MOTORS	03	C	000000	55103001
					BALLAST RESISTOR IS AT FAULT IN NUMBER OF IGNITION PROBLEMS -BROKEN					
	P01559	C	760512	08550	ELEC.SYS.IGNITION-OTHER PART 69 021 CHRYSLER DIVISION	A1 NEWPORT	44	C	082713	01230005
					CONTACTS ON INSIDE DISTRIBUTOR CAP SHOW WEAR-CRACKD CONTACT					
	P01559	D	760512	08550	ELEC.SYS.IGNITION-OTHER PART 69 021 CHRYSLER DIVISION	A1 NEWPORT	44	C	082713	01230005
					CONTACTS OF DISTRIBUTOR ROTOR SHOW EXCESSIVE WEAR-POOR PERFORMANCE WET					
30012	P01167	B	760106	08550	ELEC.SYS.IGNITION-OTHER PART 73 021 CHRYSLER DIVISION	A1 NEWPORT	44	C	043931	001230005
					PLUG WIRES APPEAR OK CONSIDERING NORMAL WEAR-ONE HAS BENT PLUG CONNECT					
50022	P01603	B	760607	08550	ELEC.SYS.IGNITION-OTHER PART 75 031 FORD DIVISION	04 MAVERICK	28	C	000000	12601051
					NO VISABLE CRACKS IN CASE SOME OIL AROUND TOP E-TRONIC IG TYPE					
50017	P01570	B	760512	08550	ELEC.SYS.IGNITION-OTHER PART 63 043 CHEVROLET DIVISION	E3 IMPALA	03	C	079265	90027012
					DIST CAP BROKE INTO NUMEROUS PIECES WHEN ENGINE MOUNTS BROKE					
20011	P00899	B	751009	08550	ELEC.SYS.IGNITION-OTHER PART 73 044 OLDSMOBILE	01 CUTLASS	08	C	006285	03060006
					DISTRIBUTOR CAP CRACKED					

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30016	P01241	B	760203	08550	ELEC.SYS.IGNITION-OTHER PART 73 044 OLDSMOBILE	02 DELTA 88	08	C	000000	19802003
					COIL CASING CRACKED ON TOWER FOR DISTRIBUTOR WIRE CONN,AND DENTED					
20011	P00903	B	751008	09101	SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 73 021 CHRYSLER DIVISION	01 CHRYSLER	14	C	034569	66607011
					CIRCUIT BREAKER FAILS TO OPERATE PROPERLY ON HIGH BEAM					
30010	P01138	B	751229	09101	SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 66 042 CADILLAC DIVISION	01 CADILLAC	21	C	054000	91042007
					PLASTIC SWITCH HELD IN PLACE BY ELEC CONTACTS-PLASTIC HOUSING FELL OUT					
50023	P01611	B	760601	09102	SWCH-BUTTON-RING-HEAD LIGHTS 68 010 AMERICAN MOTORS	08 REBEL	73	C	081002	54911007
					EXTERNAL APPEARANCE NORMAL SUSPECT INTERNAL MALFUNCTION					
20005	P00800	B	750813	09102	SWCH-BUTTON-RING-HEAD LIGHTS 68 031 FORD DIVISION	G3 FORD-LTD	14	C	000000	000000000
					CIRCUIT BREAKER WEAK CAUSING HEAD LIGHTS TO OPERATE ERRATICLY					
30021	P01301	B	760306	09102	SWCH-BUTTON-RING-HEAD LIGHTS 75 031 FORD DIVISION	H3 FORD-GALAXIE 500	44	C	043172	44312002
					CONTACT TO PANEL LTS BENT POOR CONN. NO OTHER VIS DEFECTS					
20005	P00801	B	750813	09102	SWCH-BUTTON-RING-HEAD LIGHTS 74 031 FORD DIVISION	9E BRONCO U100 4X4	14	C	000000	000000000
					CIRCUIT BREAKER WEAK CAUSING ERRATIC OPERATION OF HEAD LIGHTS					
40002	P01349	B	760324	09106	SWCH-BUTTON-RING-BRAKE LIGHTS 72 049 GMC	9A GMC TRUCK 2500 4WHDR	28	C	045000	52404002
					SWITCH INOPERABLE-PROBABLE POOR CONNECTION, INTERNAL CONTACT					
40004	P01398	B	760331	09107	SWCH-BUTTON-RING-BACK-UP LIGHTS 75 031 FORD DIVISION	06 PINTO	28	C	045923	63301003
					INTERNAL MALFUNCTION ALL WIRES AND CONNECTIONS IN GOOD CONDITION					

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40000	P01401	B	760331	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 000 UNKNOWN	00 UNKNOWN	44	C	000000	63105001
					TAG UN-READABLE-WIRES & CONN IN GOOD COND POSS INTERNAL MALFUNCTION					
30018	P01258	B	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 000 UNKNOWN	00 UNKNOWN	28	C	000000	044107007
					MOVABLE PORTION OF SWITCH MAKES POOR ELEC CONTACT - RESULT OF WEAR					
50014	P01550	B	760507	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 010 AMERICAN MOTORS	08 REBEL	28	C	096893	29611001
					PART OF PLASTIC T/S CONTACT ACTUATOR BROKE-OFF - PROBABLE POOR CONNECT					
40003	P01355	B	760329	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 022 DODGE	00 DODGE	28	C	063000	52404002
					NO VISABLE DEFECT - POSS INTERNAL OPEN					
20011	P00902	B	751008	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 022 DODGE	05 DART	28	C	029593	66607011
					STOP LIGHT CIRCUIT INOPERATIVE					
30001	P01003	B	751114	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 022 DODGE	06 MONACO	73	C	026846	63105001
					MOUNTING BRAKE LIGHT BUTTON BROKE-CAUSING SHORT-NO BRAKE LIGHTS					
40004	P01399	B	760331	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 023 PLYMOUTH	C4 FURY III	28	C	084124	63301003
					NO VISABLE DEFECTS, WIRES & CONN IN GOOD COND-POSS SHORTED-UNIT MALF					
20005	P00802	B	750813	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 023 PLYMOUTH	C4 FURY III	28	C	000000	000000000
					TURN SIGNAL SWITCH INOPERATIVE-NO REAR SIGNALS					
30018	P01259	B	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 030 FORD MOTORS	00 FORD MOTORS	28	C	000000	044107007
					INOPERATIVE - SUSPECT POOR CONTACTS					

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30023	P01285	B	760214	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 031 FORD DIVISION	D3 FORD-CUSTOM	28	C	072132	83201004
					POSSIBLE POOR CONNECTION AT SOME POINT IN SWITCH ASSEMBLY					
30005	P01070	B	751206	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 031 FORD DIVISION	G3 FORD-LTD	28	C	071340	92632037
					TURN SIGNAL SWITCH LOCATED IN STEERING COLUMN-PLASTIC-POSSIBLY WORN					
30018	P01260	B	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	G3 FORD-LTD	28	C	000000	44107007
					INOPERATIVE-POOR CONTACT,ONE HORN CONTACT PLASTIC SUPPORT BROKEN					
30018	P01260	C	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	G3 FORD-LTD	28	C	000000	44107007
					ONE RIVETED TERMINAL COVERED WITH MELTED PLASTIC					
50018	P01577	B	760521	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	G3 FORD-LTD	28	C	057179	54130001
					NO VISIBLE PHYSICAL DAMAGE ALL CONTACTS IN GOOD COND POSS SHORT					
20011	P00885	B	751008	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 031 FORD DIVISION	H3 FORD-GALAXIE 500	28	C	000000	54130001
					TURN SIGNALS & EMERGENCY SWITCH INOPERATIVE					
30021	P01278	B	760207	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 031 FORD DIVISION	H3 FORD-GALAXIE 500	08	C	087794	84111015
					PLASTIC HOUSING CRACKED ACROSS CENTER HOLE					
30023	P01286	B	760214	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	H3 FORD-GALAXIE 500	28	C	055258	83201004
					POSSIBLE POOR CONTACT IN PART OF SWITCH - NO VISIBLE DEFECT					
50012	P01534	B	760507	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	H3 FORD-GALAXIE 500	28	C	048743	33604002
					ONE HORN BTTN POST TERM, CRKD AT HSG-T/S CTACT ASSY CRKD-1/2 IS MISSG					

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20008	P00849	B	750916	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 031 FORD DIVISION	03 FORD	28	C	000000	022601026
					TURN SIGNAL SWITCH INOPERATIVE					
30018	P01256	B	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 031 FORD DIVISION	03 FORD	28	C	068700	044107007
					SHOP CLAIMS WIRE CONNECTOR MELTED IN PLASTIC					
30014	P01208	B	760123	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	03 FORD	28	C	046844	000000000
					TURN SWITCH DOES NOT OPERATE ON RETURN					
	P00726	B	750808	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	03 FORD	28	C	047220	065364001
					TURN SIGNAL INOPERATIVE FOR RIGHT TURN					
30010	P01140	B	751229	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 031 FORD DIVISION	03 FORD	28	C	000000	22203030
					TURN SIGNALS INOPERATIVE-ELEC CONNECTIONS CLEAN & SECURE-NO BROKE PART					
30023	P01302	B	760306	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 031 FORD DIVISION	03 FORD	28	C	028167	44312002
					SUSPECT INTERNAL OPEN - NO VISIBLE DEFECT					
30011	P01161	B	760106	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 031 FORD DIVISION	04 MAVERICK	28	C	054682	023513001
					NO BROKEN PARTS ON SWITCH-SWITCH DIRTY POSSIBLY HURTING CONNECTIONS					
20009	P00870	B	750925	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	05 MUSTANG	28	C	013206	079601021
					TURN SIGNALS INOPERATIVE					
50022	P01602	B	760607	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	05 MUSTANG	28	C	021500	12601051
					SUSPECT INTERNAL MALFUNCTION OF 2-PRONG FLASHER TOTAL FAIL OF T SIGS					

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SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P01287	B	760214	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 031 FORD DIVISION	07 THUNDERBIRD	28	C	063026	83201C04
					SWITCH INTACT - POSSIBLE POOR CONNECTION IN ASSEMBLY					
20009	P00871	B	750925	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 031 FORD DIVISION	07 THUNDERBIRD	28	C	C57144	079601021
					TURN SIGNALS INOPERATIVE					
30021	P01279	B	760207	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 031 FORD DIVISION	08 TORINO	08	C	041351	84111015
					PLASTIC TURN SIGNAL BODY CRACKED IN THREE PLACES					
	P00454	B	750725	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 031 FORD DIVISION	08 TORINO	28	C	000000	063301003
					SWITCH WOULD NOT LOCK IN LEFT OR RIGHT TURN					
	P00455	B	750725	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 031 FORD DIVISION	08 TORINO	28	C	047769	063301003
					RIGHT AND LEFT TURN SIGNAL INOPERATIVE					
30018	P01257	B	760203	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 031 FORD DIVISION	08 TORINO	28	C	000000	044107007
					NO VISIBLE DEFECTS - POSSIBLE POOR CONTACT					
	P00712	B	750804	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	08 TORINO	28	C	047725	091105033
					RIGHT AND LEFT TURN SIGNAL INOPERATIVE					
30022	P01280	B	760207	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	08 TORINO	08	C	051044	84111015
					PLASTIC TURN SIGNAL BODY CRACKED - END IN PIECES					
30023	P01303	B	760306	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 031 FORD DIVISION	08 TORINO	28	C	048281	44312002
					SUSPECT POOR CONNECTION NO VISIBLE DEFECTS					

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20011	P00886	B	751008	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 031 FORD DIVISION	98 F100 2DR CONV. PU F100	28	C	000000	54130001
					TURN SIGNAL SWITCH INOPERATIVE					
20009	P00869	B	750925	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 032 LINCOLN	01 CONTINENTAL	73	C	047417	079601021
					TURN SIGNAL SHORTED OUT CAUSING SIGNALS TO BE INOPERATIVE					
20013	P00947	B	751024	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 033 MERCURY	03 COUGAR	28	C	020210	60626603
					TURN SIGNALS WOULD NOT WORK					
30011	P01162	B	760106	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 033 MERCURY	03 COUGAR	28	C	052086	023513001
					NO BROKEN PARTS IN SWITCH-GREASE ON CONTACTS COULD HAVE STOPPED CURRNT					
30022	P01284	B	760214	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 043 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	08	C	059752	83201004
					PLASTIC SLIDE CONTACT HOUSING PIECE CRACKED					
40006	P01391	B	760331	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 043 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	28	C	044680	29611001
					CONNECTIONS ARE TIGHT & CLEAN-NO VISABLE DEFECTS-SHORT IN SWITCH					
20004	P00721	B	750807	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 043 CHEVROLET DIVISION	A3 BELAIR DELCO	28	C	000000	052404002
					SWITCH INOPERATIVE WILL NOT CANCEL					
40003	P01353	B	760329	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 043 CHEVROLET DIVISION	E0 PICK-UP MODELS C-10 PU	28	C	000000	52404002
					POSS INTERNAL MALFUNCTION T/S SWITCH - NO VISABLE DEFECTS					
20008	P00843	B	750911	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 043 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C50	53	C	054000	084713018
					TURN SIGNAL WOULD NOT CANCEL-STICKS & BINDS					

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50012	P01535	B	760507	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 045 PONTIAC DIVISION C4 TEMPEST	28	C	000000	33604002
					INSULATION POOR ON SOME WIRES- SHOP CLAIMS WRONG REPL SWCH WAS INSTAL				
20002	P00480	B	750711	09111	SWCH-BUTTON-RING-EMRG FLASH HZRD WARN.LIT 72 031 FORD DIVISION A8 GRAN TORINO	28	C	000000	024153008
					EMRG. FLASH. HZARD. WARN. LIGHT SWITCH INOPERATIVE				
20002	P00482	B	750711	09111	SWCH-BUTTON-RING-EMRG FLASH HZRD WARN.LIT 72 031 FORD DIVISION G3 FORD-LTD	28	C	000000	02415300S
					EMRG. FLASH HZRD WARN LIGHT SWITCH FAIL TO OPERATE				
20017	P00989	B	751114	09510	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 031 FORD DIVISION H3 FORD-GALAXIE 500	73	C	017009	80910024
					PLASTIC CRADLE ASSEMBLY CRACKED,INSULATOR MELTED,COPPER BANDS TWISTED				
	P01015	B	751118	10100	VISUAL SYSTEMS GLASS 72 033 MERCURY 01 CAPRI	21	C	000000	90405016
					BONDING ON WINDOW LOCK PULLS APART,WINDOW FELL OUT-NO PART RECEIVED				
40002	P01340	B	760324	10311	VISUAL SYS WINDSHIELD WIPER/WASHER SWITCH 65 022 DODGE C4 CORONET-440	28	C	089769	92632025
					WIPER/WASHER SWITCH INOP-CONNECTIONS CLEAN & SECURE-INTERNAL PROB				
50002	P01446	B	760401	10311	VISUAL SYS WINDSHIELD WIPER/WASHER SWITCH 69 042 CADILLAC DIVISION 01 CADILLAC AMBULANCE	28	C	000000	00000000
					INOPERATIVE-SUSPECT INTERNAL MALFUNCTION				
20003	P00467	B	750708	10312	VISUAL SYS WINDSHIELD WIPER,MOTOR 00 010 AMERICAN MOTORS 09 JEEP	28	C	034620	063105001
					WINDSHIELD WIPER MOTOR FAIL TO OPERATE				
30008	P01124	B	751226	10312	VISUAL SYS WINDSHIELD WIPER,MOTOR 73 041 BUICK A8 CENTURION	28	C	030646	63105001
					WIPER MOTOR SUDDENLY QUIT-PLENTY OF LUBRICATION ON PARTS-INTERNAL FAIL				

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50010	P01580	B	760506	10312	VISUAL SYS WINDSHIELD WIPER,MOTOR 74 045 PONTIAC DIVISION	05 VENTURA	28	C	024834	00000000
					DRIVING SHAFT ROTATION NORMAL-CON APPEAR NORM, POSS INTERNAL ELEC PRB					
50011	P01522	B	760501	10313	VISUAL SYS WNDSHLD WPR LNKG.-PIVOT,DRV AS 75 031 FORD DIVISION	H3 FORD-GALAXIE 500	34	C	049573	44312002
					SPLINED DRUM ONTO WHICH ARM MOUNTS IS LOOSE ON SHAFT TO TRANS LINKAGE					
20004	P00452	B	750721	10314	VISUAL SYSTEMS WINDSHIELD WIPER ARM 72 043 CHEVROLET DIVISION	E3 IMPALA	57	C	018950	027105003
					WINDSHIELD WIPER ARM WORE EXCESSIVELY AT PIVOT CONNECTION					
40008	P01406	C	760331	10315	VISUAL SYSTEMS WINDSHIELD WIPER BLADE 74 151 ADAM OPEL AG	01 OPEL	57	C	006171	12601050
					RUBBER INSERT WORN AT ENDS ONE END OF METAL BLADE IS BENT					
40008	P01406	B	760331	10315	VISUAL SYSTEMS WINDSHIELD WIPER BLADE 74 151 ADAM OPEL AG	01 OPEL KADET	57	C	006171	12601050
					RUBBER IS 70 PERC SEPARATED ALONG PORTION WHICH MTS IN METAL GUIDE					
20017	P00986	B	751114	10321	VISUAL SYSTEMS WINDSHIELD WASHER-MOTOR 69 043 CHEVROLET DIVISION	E0 PICK-UP MODELS C10 TRUCK	33	C	034129	80910024
					CORROSION ON SPRING-ACTUATING MECHANISMS JAMMED-PLASTIC HOUSING CRACK					
20008	P00845	B	750912	11100	WATER-HEATER,DEFROSTER,DEFOGGER 72 023 PLYMOUTH	C4 FURY III FURY II	08	C	018472	088201019
					HEATER VALVE CRACKED					
20007	P00707	B	750801	11100	WATER-HEATER,DEFROSTER,DEFOGGER 73 044 OLDSMOBILE	D1 CUTLASS-VSTA CRUSR	28	D	000000	048910009
					HEATER CONTROL VALVE INOPERATIVE CAUSING LOSS OF COOLANT					
30016	P01240	B	760203	11101	WATER-HEATR,DEFROSTR,DEFOGGR-CONTRL SWITC 62 044 OLDSMOBILE	02 DELTA 88	32	C	070000	19802003
					HEATER CONTROL VALVE LEAKS AT DIAPHRAM COVER,WATER PASSAGES CORRODED					

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30015	P01226	B	760203	11102	WATER-HEATR,DFRSTR,DFGGR-FAN MOTOR SWITCH 75 031 FORD DIVISION	08 TORINO	04	C	012141	22203030
					HEAVY RESISTOR COIL BURNT AND SEPARATED					
20017	P00988	B	751114	11103	WATER-HEATR,DFRSTR,DFGGR-FAN MOTOR 74 031 FORD DIVISION	A8 GRAN TORINO	33	C	035640	80910024
					SHAFT TURNS IN MOTOR W/EXCESSIVE EFFORT-SOME RUST EVIDENT INSIDE MOTOR					
20007	P00830	B	750828	11109	WATER-HEATER,DEFROSTER,DEFOGGER-HOSE 75 045 PONTIAC DIVISION	00 PONTIAC DIVISION	08	D	006040	088001013
					BYPASS HEATER HOSE HAD BUBBLE WHICH BROKE AFTER 6040 MILES					
50009	P01513	B	760419	11110	WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER 70 021 CHRYSLER DIVISION	A1 NEWPORT	08	D	000000	51106004
					CRACK IN CASE - ONE LOOSE SCREW - LEAKS COOLANT					
30019	P01255	B	760203	11606	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PR 75 043 CHEVROLET DIVISION	06 CORVETTE	08	C	017800	044107007
					HOSE IS SPLIT AROUND CIRCUMFERENCE ONE INCH FROM FITTING					
50018	P01578	B	760521	11608	AIR CONDITIONER-EXPANSION VALVE 72 031 FORD DIVISION	A8 GRAN TORINO	28	C	071096	01230005
					PHYSICAL APPEARANCE OF VALVE NORMAL SUSPECT INTERNAL MALFUNCTION					
40001	P01319	B	760320	11609	AIR CONDITIONER-COMPRESSOR 72 032 LINCOLN	A2 MARK IV	57	C	030802	06120003
					CLUTCH PLATE UNIT DISASSEMBLED SOME WEAR ON FRICTION SURFACES-RUSTY					
30015	P01227	B	760203	11614	AIR CONDITIONER-OTHER PART 73 033 MERCURY	04 MERCURY	28	C	029361	22203030
					ELECTRIC VACUUM SWITCH DOES NOT WORK PROPERLY					
20003	P00476	B	750708	12310	SEAT TRACKS AND ANCHORS 68 045 PONTIAC DIVISION	B4 LE MANS	03	A	000000	098499007
					SEAT BELT ANCHOR BROKE ON IMPACT CAUSING DRIVER TO BE THROWN FORWARD					

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50013	P01539	B	760507	12410	INSTRUMENT PANEL MATERIAL & PADDING 76 043 CHEVROLET DIVISION	D9 VEGA KAMMBACK	25	A	000000	29405008
					BURNED PORTION OF PLASTIC DASH, PROBABLY PIECE SURROUNDING INST. CLUST					
30002	P01025	B	751119	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 70 023 PLYMOUTH	01 BARRACUDA	09	C	000000	63123002
					SHOCK MOUNTING HOLE TORN FROM CROSSMEMBER-OTHER MOUNT SPLIT-ELONGATED					
50003	P01451	B	760402	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 69 031 FORD DIVISION	H3 FORD-GALAXIE 500	21	C	073000	48197006
					FRAME TORE AWAY AT IDLER ARM BRCKT MNTNG HOLES-IDLER ARM DOESN'T PIVOT					
40004	P01372	B	760330	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 66 031 FORD DIVISION	03 FORD SQUIRE	03	C	073986	02140002
					FRAME ATTACHED TO IDLER ARM BRCKT MNTG BOLT BROKE AND RELEASED BRACKET					
40003	P01345	B	760324	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 68 031 FORD DIVISION	03 FORD	03	C	070795	02140002
					FRAME BROKE AT IDLER ARM BRACKET MOUNTING - EVIDENCE OF RUST					
	P01016	B	751118	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 70 041 BUICK	04 LE SABRE	59	C	035132	90405016
					FRONT SUSPENSION CROSSMEMBER BROKE AT HORNS-POOR WELD-NO PART RECEIVED					
20008	P00819	B	750827	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 68 044 OLDSMOBILE	01 CUTLASS	49	A	098000	004104003
					FRAME MEMBER RUSTED OUT CAUSING STEERING BOX TO BREAK LOOSE					
50012	P01533	B	760507	13420	DOOR ASSEMBLY-HINGE & ATTACHMENTS 74 031 FORD DIVISION	AC ECONOLINE SERIES E200	03	C	018000	33604002
					HINGE FASTENER FROM SLIDING SIDE DOOR BROKE-MADE OF LTWT CAST METAL					
	P01293	C	760204	13720	HOOD ASSEMBLY-HINGE & ATTACHMENTS 70 030 FORD MOTORS	00 FORD MOTORS FULL-SIZE	14	C	000000	13045014
					HOOD HINGES NEED LUBRICATION-CAUSING HOOD TO BREAK NEAR HINGE-NO PART					

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30026	P01299	C	760301	13720	HOOD ASSEMBLY-HINGE & ATTACHMENTS 72 031 FORD DIVISION	G3 FORD-LTD	76	C	026000	53140017
					ONE ARM SLIGHTLY TORN NEAR PIVOT					
30026	P01299	B	760301	13720	HOOD ASSEMBLY-HINGE & ATTACHMENTS 72 031 FORD DIVISION	G3 FORD-LTD	76	C	026000	53140017
					ONE ARM BENT AT PIVOT					
	P01293	B	760204	13730	HOOD ASSEMBLY-LATCHES 70 030 FORD MOTORS	00 FORD MOTORS FULL SIZE	20	C	000000	13045014
					INFO PERTAINING TO HOOD LATCH FAILURE-INSUFFICIENT LUBRICATION-NO PART					
20015	P00957	B	751024	13730	HOOD ASSEMBLY-LATCHES 74 044 OLDSMOBILE	00 OLDSMOBILE	49	C	000000	24017016
					CABLE EATEN THROUGH BY BATTERY ACID THIRD TIME					
20016	P00971	B	751108	15501	JACKS-BUMPER 74 045 PONTIAC DIVISION	C3 CATALINA	59	C	040000	48197006
					SPOT WELDS BROKE ON JACK STAND-WELDS HELD JACK SUPPORT TO BROAD BASE					
50010	P01586	B	760607	15503	JACKS-STAND 00 300 EQUIPMENT MANUFACTURERS	1W WESTERN AUTO	76	C	000000	85364001
					TWO-TON JACK STAND COLLAPSED AT TOP OF TRI-POD UNDER 69 BELAIR					

942
RECORD COUNT = [redacted] - END OF REPORT

SECTION 4

THE PRP NEWS

4.0 General

One of the primary methods employed to both educate and motivate the PRP enrollees to submit failed parts is the newsletter. Our concern during the fifth year of operation has been to educate members in these areas; PRP objectives and operation, what parts are needed for the program, what a safety-related defect is, and what the PRP accomplishes for the NHTSA and highway safety. We have used the PRP Newsletter as the principle tool to accomplish this task.

Beyond educating members, we saw a need to communicate up to date information to attract the interest of our members. Service data on new models, descriptions of current investigations and recalls, and DOT news releases have been subjects of PRP newsletter articles in the past twelve months. Regular features include current levels of enrollment and participation as well as the names of contributing shops for the reporting period covered by the newsletter. These features and articles are intended to motivate non-contributing members to submit failed parts.

Shortly after receiving the contract award, we determined that there was a need for more communications between participants and KSI if we were to achieve a significant increase in the level of participation before the contract period ended.

It became apparent that many of those shops enrolled in the program knew little about the PRP objectives and operation. Many shops were not sure what their role in the program was or what type of parts qualified as safety-related. Many participants believed that if we had received one or two similar components from the same model vehicle, then we did not desire any more of these components. An example of this situation is broken motor mounts on Ford models with V-8 engines. Many parts had been received and articles had been published in the Newsletter for this particular problem. Some shops wrote notes to the contractor stating that they had removed many of these parts but since parts of this type had already been submitted in quantity, the shop believed the program did not need further input and the parts were thrown away. Considerable effort was required to change this attitude held by shop members.

4.1 Following this section we have provided a xeroxed copy of each of the 12 issues of the PRP News.

PARTS RETURN PROGRAM NEWS

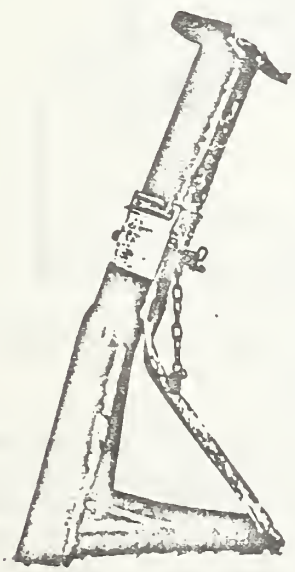
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 12 June 1976

AUTO JACK STANDS

The Parts Return Program has received a Western Auto Wizard Jack Stand Model A5030 from ACCURATE AUTOMOTIVE ATTENTION, Yuma, Arizona. The jack stand reportedly collapsed while supporting a 1965 Chevrolet (see photo). A stand was also submitted from PRITZ'S FOREIGN CARS OF COLORADO, Colorado Springs, for evaluation. Mr. Pritzelwitz states that one of his stands, similar to the unit submitted, collapsed, and that he does not believe the stand will support its 3,000-pound rated capacity. The manufacturer is unknown; however, the unit appears to be a type of trailer-leveling jack.



In 1974, the National Highway Traffic Safety Administration (NHTSA) completed some survey-type testing of various jack stands purchased from retail stores. The testing program involved 40 different models; nine of the models failed test requirements. Testing consisted of statically loading each jack stand to the load rating on the label. Failure was defined as the inability of the jack stand to support the rated load, or deformation (compression) of 1/2-inch or more while the load was applied.

The nine jack stands that failed NHTSA requirements are as follows:

- Wizard A-5030 (Western Auto Stores).
- Drednaut 6-41601 (Auto Specialties).
- Riverside 61-5662 (Montgomery Ward).
- K-Mart 80511 (S. S. Kresge).
- Globe Fabricated JS-100.
- Globe Fabricated JS-200.
- Kar-Rite 1052.
- Pathfinder Auto Lamp Model 7224.
- Pathfinder Auto Lamp Model 8336.

Recall corrective action has been taken by the manufacturers of the jack stand models that are underlined above. However, the NHTSA is currently investigating the remaining four models which failed to meet their load ratings.

(Continued next page)

AUTO JACK STANDS (CONT'D)

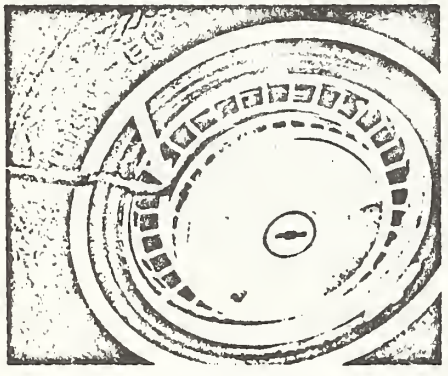
Because of the dangers involved in improper use of jack stands, the NHTSA strongly recommends following these guidelines when purchasing or using such devices:

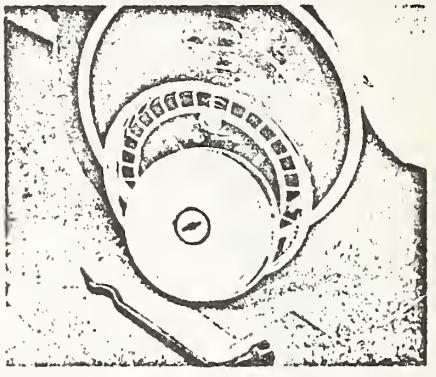
- Use jack stands that are load rated by the manufacturer.
- Inspect these stands at the time of purchase and periodically during use. Look for cracks, deformation, missing welds, bent pins, etc.
- Know the load (weight) to be supported and don't overload.
- Use only in pairs.
- Support the vehicle under the axle or frame parts only. Center the load on the support plate.
- Use jack stands only on flat, level, hard surfaces.
- Use wheel chocks to prevent the vehicle from moving.
- Lower loads slowly onto stands.
- Keep bystanders away from the vehicle.
- Do not work under the vehicle with the tires removed.
- Do not use the stand if it has been mistreated or is bent or corroded.

If any of our PRP members are aware of any other jack stand failures not the result of improper use or application, please let us know. Just place the failed stand in one of your return mailbags or send us a note describing the make/model of jack stand involved, the usage conditions, and the nature of the failure.

SERVICE ALERT

Chevrolet's new model, the Chevette, may be equipped with optional full wheel covers that appear to be one piece. Actually, the cover is two pieces, a loose ring and the regular hub cap which holds the ring in place. When removing the cover, prying must be done at the edge of the hub cap or the costly ring could be damaged.





AMC RECALLS PACERS FOR POSSIBLE REAR SEAT LATCH FAILURES

NHSTA RECALL NUMBER 76-0079

American Motors Corporation is recalling 19,581 Pacers. The Pacers involved are those 1976 models built from 4 December 1975 through 19 March 1976. The rivet securing the rear seat back latch lever to the seat back hinge arm has a shallow staking impression on some assemblies. During certain tests under NHTSA, Federal Motor Vehicle Safety Standard Number 207 (Seating Systems), the rivet could pull through the hinge arm and release the latch. Vehicle inspections and necessary corrections will be made at no cost to the owners of affected vehicles.

WANTED

BADLY SCORED OR GROOVED DISK BRAKE ROTORS AND BRAKE DRUMS

The Parts Return Program needs your help in obtaining scored or grooved discs and drums from 1970 to 1976 full size cars for use in an NHTSA test program.

We need parts that are damaged even from misuse, such as running with worn out pads or shoes (metal to metal).

Make, model, and year of the vehicle is very important, but we also need to know which wheel the parts came from (such as "left front" or "right rear").

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

ITEMS OF INTEREST

- As we reported in our April newsletter, we have been in contact with Mr. Robert Schmidt of the Automotive Service Councils of Pennsylvania. We wish to thank the ASC of Pennsylvania for their PRP article in the Keystone Automotive Independent, June 1976.

- We have been in contact with the American Automobile Association (AAA) and are happy to report that the next issue of Let's Talk Road Service for Emergency Road Service Contractors will include an article about the PRP. We wish to thank the AAA for their support.

- In their newsletter, Let's Talk Road Service, the AAA has a suggestion that we think is worth mentioning again. Before installing a replacement part, such as a water pump, record your initials, the date of installation, and the initials of the part wholesaler with a pencil-type scriber on the part. Then cover the inscription with yellow paint. If the part is ever returned as defective, chip away the paint to reveal the inscription. This way, you can tell whether it is still under warranty and where it was purchased without having to refer to your invoices.

- Mr. Julius Meisner of BRANCH AUTO PARTS, Albany, New York, reports having difficulty with the braking system on his 1974 Ford Grand Torino. The vehicle has approximately 14,000 miles on it, and the brake pedal reportedly travels halfway to the floor before any braking effect occurs. The brakes must be pumped to obtain less travel. The condition has reportedly existed since the dealer turned the rotors to remove rust which had accumulated during storage. The repairs were performed after the pedal traveled to the floor on one occasion shortly after delivery.

- We have received a report from B. G. TANZIER'S AUTO REBUILD in Belleview, Washington, concerning strut bar and frame bracket failures on two (1975 and 1976) Toyota Corolla Station Wagons. Upon impact in each case, the strut bar reportedly pulled through the frame bracket, allowing the front wheel to be driven through the firewall and into the passenger compartment near the occupant's feet. On the 1976 vehicle, the failure occurred on the right side, while on the 1975 model the left wheel was involved. Since no parts were available, the shop returned some excellent photographs.

- Ned Young of EUROPEAN MOTORS, Washington, D.C., reports replacing approximately six steering column couplers in 1971-1975 Mercury Capris. The coupler is made of metal with a rubber-like composite bonding the two plates together. In each case, the rubber reportedly separated from the metal resulting in steering looseness. Mr. Young also returned a rack and pinion steering gear assembly from a 1972 Capri. The bearing which locates the pinion on the rack had disintegrated, reportedly resulting in loss of steering control.

- Mr. C. M. Cochran of COCHRAN EQUIPMENT COMPANY, Middletown, Delaware, reports a severe shimmy in the front of nine Ford B700 school buses owned by the company. The condition occurs after driving over a bump or pothole and continues until the vehicle is brought to a near stop. The model years of the buses involved are 1970, and 1973 through 1975.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shaps that have just become active in the PRP are identified with an asterisk before their name. During June 1976, eight shops became active participants in the PRP. Seven shops have sent in failed parts in consecutive months.

REGION 0

*BABEI'S SERVICE
Manchester, New Hampshire

CAMBRIDGE BRAKE SERVICE
Cambridge, Massachusetts

(2) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

WORCESTER VOCATIONAL TECHNICAL H.S.
Worcester, Massachusetts

REGION 1

*BRANCH AUTO PARTS
Albany, New York

FERINO BROTHERS' EXXON
Feasterville, Pennsylvania

KOLESNIK'S SERVICE STATION
Rochester, New York

LONGBARD'S EXXON STATION
Poughkeepsie, New York

YOUNGWOOD EXXON
Youngwood, Pennsylvania

REGION 2

*AFRO-ENGINEERING
Falls Church, Virginia

(5) BEREA AUTO SERVICE
Greenville, South Carolina

(2) EUROPEAN MOTORS, LIMITED
Washington, D.C.

*P AND J AUTOMOTIVE
Falls Church, Virginia

REGION 3

*AUTOMOTIVE MAINTENANCE, INC.
Sarasota, Florida

(2) SUNRAY OIL AND GAS
Tampa, Florida

REGION 4

(2) EVAN'S BRAKE SERVICE, INC.
Cleveland, Ohio

LOUISVILLE AUTO SPRING AND BRAKE
Louisville, Kentucky

(2) TAYLOR'S GARAGE AND SERVICE STATION
Akron, Ohio

REGION 5

*FRENZ'S BRAKE SERVICE, INC.
Minneapolis, Minnesota

*HERFEL 66 SERVICE
Sioux City, Iowa

JOE'S AUTO SERVICE
Appleton, Wisconsin

RICHFIELD WHEEL ALIGNMENT
Minneapolis, Minnesota

TOMMY'S AUTO REPAIR
Sioux City, Iowa

REGION 6

(9) DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

GENE'S AUTOMOTIVE SERVICE
Garnett, Kansas

TIM'S IMPORT SALES AND SERVICE
Hutchinson, Kansas

REGION 7

HILL'S AUTOMOTIVE CLINIC
Abilene, Texas

REGION 8

ACCURATE AUTOMOTIVE ATTENTION
Yuma, Arizona

*BUZZ'S SKELLY SERVICE
Colorado Springs, Colorado

REGION 9

DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

REGION 9A

DUANE'S TUNE-UP CLINIC
Manteca, California

LEE'S AUTO SAFETY CENTER
Santa Ana, California

RANCHO CORDOVA GARAGE
Rancho Cordova, California

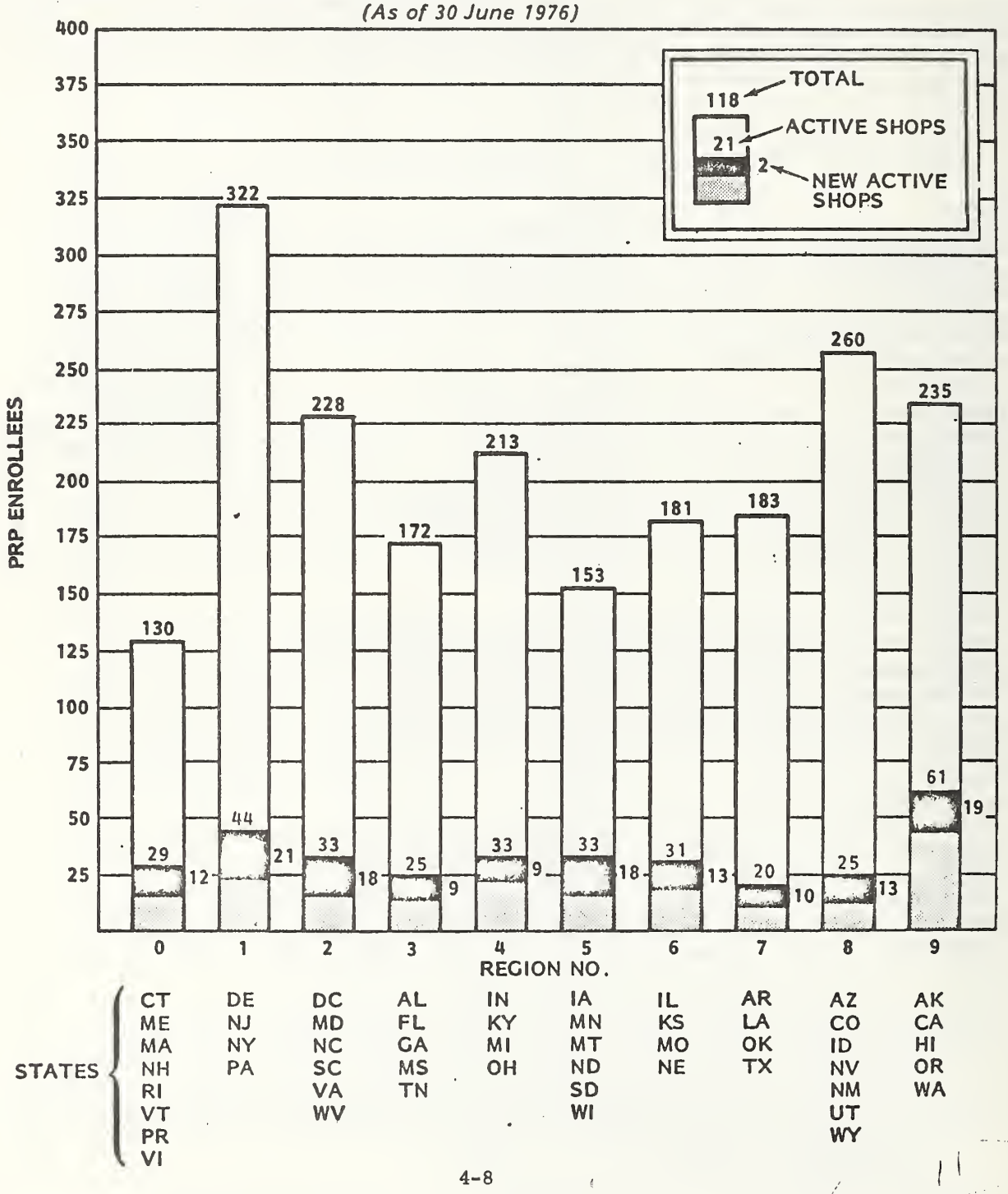
VANOWEN BRAKE AND WHEEL
North Hollywood, California

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. One hundred forty one shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(As of 30 June 1976)



TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

NATIONAL PARTS RETURN PROGRAM
DESCRIPTION AND FUNCTION

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).

- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way□

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM NEWS

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 11 May 1976

CASE OF THE MONTH

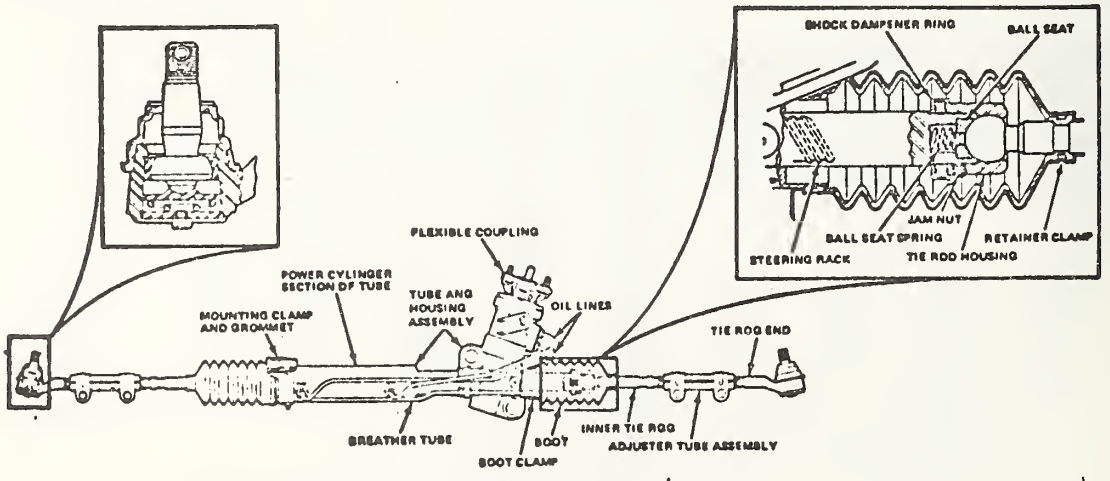
ALLEGED FAILURES OF POWER STEERING GEAR BOX SEALS AND STEERING TIE RODS ON 1975 PACERS MANUFACTURED BY THE AMERICAN MOTORS CORPORATION

(CASE C6-22)

This case was opened on April 14, 1976, based on owner complaints of tie rod failures prior to and subsequent to power steering gear box oil leakage repairs. Investigation was initiated to determine whether the alleged failures represent a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

The 1975 Pacer is equipped with a rack and pinion steering unit. This unit which is mounted transversely to the vehicle frame between the front wheels, has a short tie rod at each end which connects to its respective steering knuckle. Steering wheel motion turns the pinion which, in turn, moves the rack inside the steering gear box laterally to the left or right. The rack transmits steering motion through the tie rods to the front wheels. Please see the diagram below.

Allegedly, the tie rods either break or separate from the rack and pinion gear box, resulting in loss of steering control. Some owners have reported high steering effort or binding, or gear box oil leakage prior to failure. The NHTSA concern is whether failure of the rods or leakage of gear box oil occurs, as alleged, and, if so, whether either results in loss of vehicle control, property damage, or injury accidents.



NHTSA ADMINISTRATOR'S AWARD

At the end of June, we will select those shops that have submitted at least 20 parts over the last year (since July 1, 1976) for the NHTSA Administrator's Award for outstanding participation. A Certificate of Appreciation will be provided to each qualifying member and a local newspaper will be notified that the participant has received the award. The shops that have already qualified for this year's award are listed below. Congratulations and many thanks!

# of Parts	Shop Name
49	PARK AUTO REPAIR Chicago, Illinois
48	ISE AUTOMOTIVE SERVICE Hollywood, California
36	DICK JORDAN STANDARD SERVICE STATION Clayton, Missouri
22	BERT'S ARCO STATION Wilmington, Delaware
21	DOYLE AUTOMOTIVE Seattle, Washington
20	AUTO HOSPITAL Lincoln, Nebraska

The following shops are close to the mark. We would like to have you receive the award; let us hear from you this month.

# of Parts	Shop Name
11	Mr. Stanley Adams ADAM'S MOTOR SERVICE Saint Charles, Missouri
17	Mr. George Casper AUTO BRAKE CORPORATION Norfolk, Virginia
19	Mr. David Laskis BEREA AUTO SERVICE Greenville, South Carolina
12	Mr. Charles Nickerson CAMBRIDGE BRAKE SERVICE Cambridge, Massachusetts
12	Mr. Randall D. Halblom CEDAR RAPIDS AUTO SERVICE Cedar Rapids, Iowa
17	Mr. Floyd Hagan HAGAN SERVICE CENTER Gainesville, Georgia
11	Mr. Harry Billings HARRY'S AUTO SERVICE Great Barrington, Massachusetts
12	Mr. Donald Kolesnik KOLESNIK'S SERVICE STATION Rochester, New York
11	Mr. Laurence J. Smith SMITH BROTHERS BRAKE AND WHEEL Tujunga, California
17	Mr. Tim Foran TIM'S IMPORT SALES AND SERVICE Hutchinson, Kansas
11	Mr. Thomas Lacugnato TOMMY'S AUTO REPAIR Sioux City, Iowa
16	Mr. Bill Chisholm VANOWEN BRAKE AND WHEEL North Hollywood, California

ITEMS OF INTEREST

- Mr. Ned Young of European Motors, Limited, in Washington, D.C., has encountered approximately 12 to 15 Fiat Model 128's with broken steering rack tube bushings on the right side. The plastic bushing, which centers the tie rod in the tube, is held in place by three ears or tabs. The locating tabs may break when the steering is in the far left position, and since the diameter of the bushing is smaller than the inside diameter of the tube, it may be pushed out. If the steering is turned to the right, the tie rod may break the bushing by forcing it against the end of the rack. The result is excessive play in the right wheel and clunking noises on bumps or turns. Mr. Young notes that vehicles in this condition will not pass District of Columbia inspections.

  Mr. Young says the problem may be corrected if the bushing is found to be intact and in good condition. The bushing may be reinstalled and a locating screw can be fitted by drilling a hole in the rack tube. A clamp is then installed over the screw to prevent it from backing out.

- Mr. Ned Furr of the Motor Car in Bethesda, Maryland, has reported an erratic braking condition on two Datsun Pickup trucks, which are 1974 and 1976 model year vehicles owned by the company.

  Mr. Furr states that the brakes pull severely, although not necessarily to the same side each time. He goes on to say that the 1974 truck, which has 37,000 miles on it, has had the wheel cylinders, drums, master cylinder, and six sets of shoes replaced, and still continues to pull to one side or the other. Furthermore, the dealer has reportedly been unable to determine the cause of the problem.

- In their estimated potential for saving lives and avoiding injury at relatively low cost, two highway safety countermeasures — mandatory safety belt use and the national 55 mph speed limit — stand out above all others analyzed in the National Highway Safety Needs Report. The report is in response to a directive by the Congress to provide the basis for evaluating the continuing highway safety programs authorized under Title 23 of the United States Code.

  Findings indicate that the top ranking countermeasure, mandatory safety belt usage, has the potential to save 89,000 lives over the next 10 years, at a cost of $45 million. It thus requires the expenditure of $506 for each fatality forestalled. Increased enforcement of the national 55 mph speed limit is also ranked high, with the potential to save almost 32,000 lives at a cost of $676 million — an expenditure of slightly over $22,000 per life saved. (This does not include the costs of increased time for trips which formerly were made at higher speeds.)

- Accident investigators for the U.S. Department of Transportation have compiled a scientific sketch of the person most likely to cause a fatal highway accident involving excessive drinking.

  Usually a 25 to 35-year old male, this driver is a heavy or problem drinker who often prefers beer to other alcoholic beverages. He probably has a high school education and drives an older car. Single, separated, ar divorced, he displays overly aggressive drinking habits and poses the greatest threats to highway safety during the early marning hours on weekends.

OUTSTANDING SHOPS

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REGION 0

*CLARK'S SERVICE STATION
Westhaven, Connecticut

FLANDER'S BRAKE AND ALIGNMENT SERVICE, INC.
Hortford, Connecticut

HARRY'S AUTO SERVICE
Great Borrington, Massochusetts

REGION 1

(2) ARTIE'S SERVICE CENTER I
LoGrongeville, New York

*COTTMAN TRANSMISSION
Bridgeport, Pennsylvania

*DEITZEL BROTHERS, INC. GARAGE
Horrisburg, Pennsylvonia

WALT'S GARAGE
Kenmore, New York

REGION 2

(4) BEREA AUTO SERVICE
Greenville, South Corolina

EUROPEAN MOTORS, LIMITED
Woshington, D.C.

(2) YON BROTHERS GARAGE
Charleston, South Carolina

REGION 3

IKE'S AUTOMOTIVE MAINTENANCE
Montgomery, Alabamo

SUNRAY OIL AND GAS
Tompa, Florido

REGION 4

EVAN'S BRAKE SERVICE
Clevelond, Ohio

*KORZUN AND CORLETTE GARAGE
Euclid, Ohio

TAYLOR'S GARAGE AND SERVICE STATION
Akron, Ohio

REGION 5

DAY-NITE AUTO STATION
Koukouno, Wisconsin

REGION 6

(8) DICK JORDAN STANDARD SERVICE STATION
Cloyton, Missouri

*K AND B BRAKE SERVICE
Omaha, Nebraska

*TROOSTWOOD GARAGE
Konsas City, Missouri

REGION 7

ANCELL TEXACO
Abilene, Texas

REGION 8

*CAPITAL ALIGNMENT
Boise, Idoho

REGION 9A

CALIFORNIA STATE AUTOMOBILE ASSOCIATION
San Francisco, California

(8) ISE AUTOMOTIVE SERVICE
Hollywood, Californio

*LEONARD'S SERVICE
Los Angeles, California

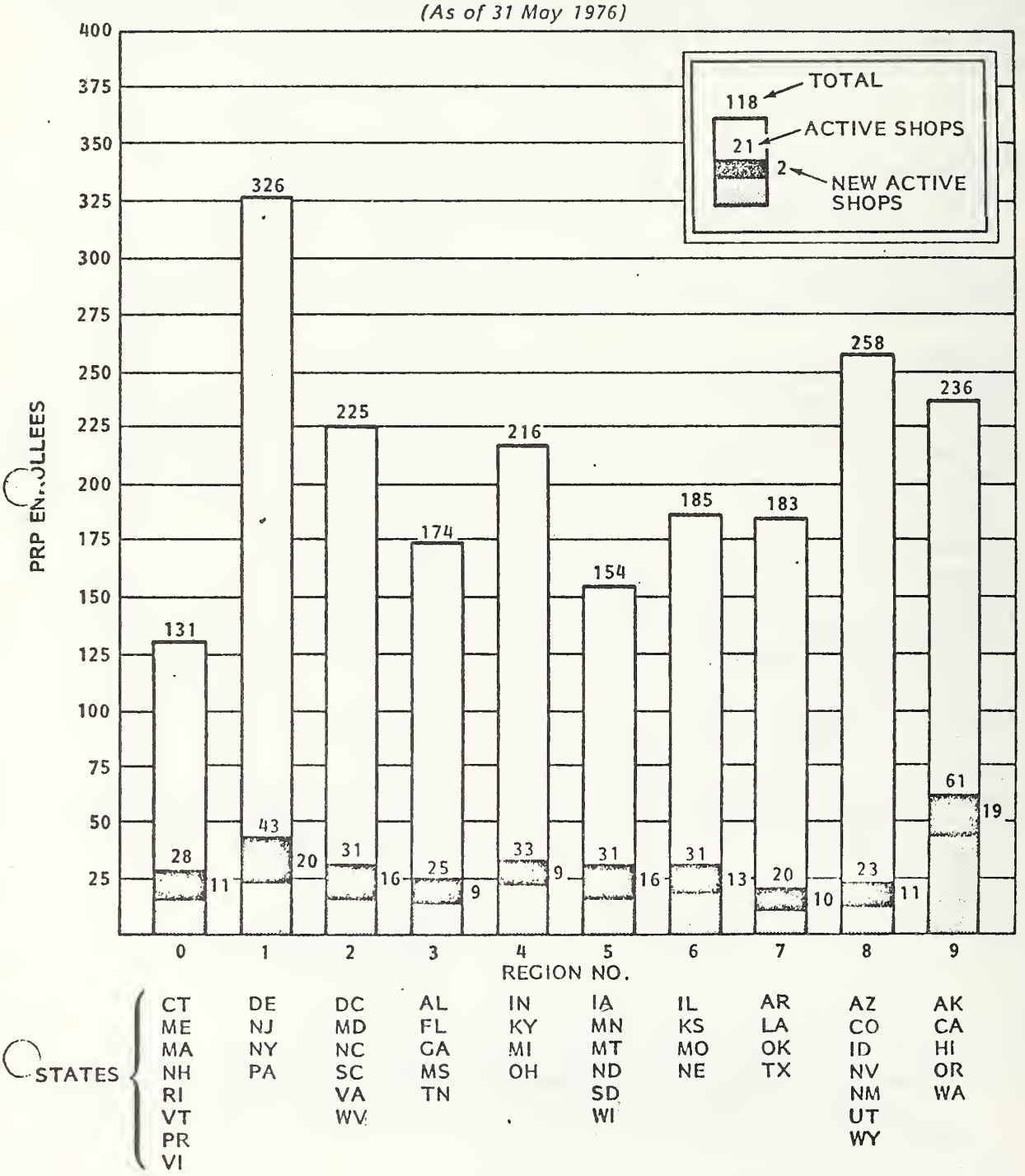
RICHARD'S AUTOMOTIVE SERVICE
Los Angeles, Californio

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. One hundred thirty three shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(As of 31 May 1976)



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CONSUMER INFORMATION PUBLICATIONS

Several publications are available free of charge from the Government Printing Office which may interest our members. Titles include Clean Air and Your Car 023D; Guide to Octane Ratings 005D; The Hazards of "Mixing" Tire Types 006D; Studded Tires 008D; Miles Per Gallon Ratings for 1975 Cars and Light-Duty Trucks 014D; Miles Per Gallon Ratings for 1975 California-Certified Cars and Light-Duty Trucks 015D; and Tips for Motorists 016D, a guide for improved gas mileage. No more than two copies of any single publication may be ordered due to limited supplies. To request copies, write to: Consumer Information, Public Documents Distribution Center, Pueblo, Colorado 81009. Include the title and document number of each item requested as well as the number of copies desired (one or two).

You may also request the Consumer Information Index which lists these and other publications, and includes an ordering blank for convenience.

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

NEMC
PARTS RETURN PROGRAM
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
CONTRACT NO. DOT-HS-5-01166

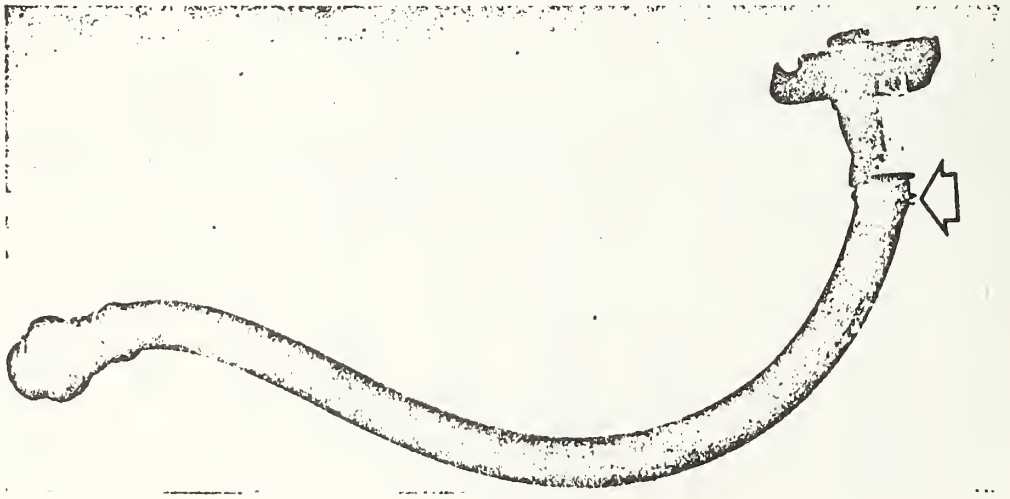
Vol. 1, No. 10 April 1976

FAILED BRAKE HOSES

In the last six months, we have received many nonmetal brake hoses from AMC, Chrysler/Plymouth, Ford, and GMC vehicles, where the flexible hose has split, usually near one end, causing loss of brake fluid. The brake hose pictured below is representative of the types of parts we have received. The split occurred at the frame connection, but there is evidence of deterioration of the hose outer covering at the other end. Small cracks have developed across the surface at the curve near the connector and cover approximately 1-1/4" of the hose.

Some of the contributing shops have reported that the failures occur because hoses are too short. We would like to hear from our members who have encountered this type of failure. If the part is not available for return, drop a note to us in your next bag of parts.

Special thanks to BERT'S ARCO STATION, Wilmington, DE; FOSTER'S SERVICE CORP., Seattle, WA; GORDIE'S AUTO SERVICE, West Chester, PA; HAGAN SERVICE CENTER, Gainesville, GA; ISE AUTOMOTIVE SERVICE, Hollywood, CA; KAHLER'S GARAGE, Williamsport, PA; KELLEY STREET GARAGE, Manchester, NH; KING CO. BRAKE SERVICE, Seattle, WA; KOLESNIK'S SERVICE STATION, Rochester, NY; MERRILL'S AUTOMOTIVE SERVICE, Salt Lake City, UT; MR. BRAKE, Salt Lake City, UT; PARK AUTO REPAIR, Chicago, IL; RICHFIELD WHEEL ALIGNMENT, Minneapolis, MN; SPORTS CAR SERVICE, Seattle, WA; and SUPERIOR WHEEL ALIGNMENT AND BRAKE SERVICE, Charlotte, NC.



TIRE CONSTRUCTION

Since more and more tires have been introduced on the market, some confusion has arisen on the part of auto owners as to what type would best fulfill their needs. We hope that the following information will be useful in this respect.

There are three basic kinds of tire construction, or types, available to a U.S. vehicle owner. They are bias construction, bias-belted construction, and radial (or radial ply) construction. NHTSA does not endorse any one type as superior to the others. Each is considered by experts to have special advantages.

In a bias ply tire, the body plies or cord strips are arranged diagonally to the center line of the tread, from bead to bead. Alternate plies are reversed to cross at a 30 or 40 degree angle. The result is a uniformly firm body, satisfactory at moderate speeds, with sidewalls that can withstand curb bruises. In fast driving or hard turning, however, the tread elements squirm together then spring apart, producing heat that weakens the tire. The bias ply tire is the most inexpensive tire type to purchase. However, if highway driving or performance in curves will be required, another kind of tire may be more economical in the long run since the life-time in mileage with this type of construction will be decreased in these driving situations.

Belted bias tires have body plies which crisscross diagonally, like those of a bias tire, to ensure strong sidewalls. Between the body plies and tread, there are two or more cord strips that are cut on the bias, and alternated, herringbone fashion around the circumference of the tire. These belts strengthen the tire against impact and puncture damage, and help reduce squirm by stiffening the tread, thus reducing heat build-up.

Radial tires have body cords arranged perpendicularly to the center line of the tread (at right angles to the direction the tire rolls). The belt cords, which support the tread are arranged diagonally (on the bias) like a bias-belted tire. The radial body cords allow the sidewalls to flex so that the tread maintains maximum surface contact with the road during turns, whereas the stiff sidewalls of a bias belted or bias tire would lift the tread. Radials perform well in high speed driving conditions but may produce roughness at low speeds as well as giving a stiffer ride. Radial tires roll more easily, so better fuel economy may be achieved under highway driving conditions. However, because of this same design feature, some sidewall strength is sacrificed, making this type of tire more susceptible to sidewall damage, particularly bruising.

Mixing types of tires on the same axle can be hazardous. Since the performance characteristics vary greatly between types of tires, especially radial ply tires, a vehicle with mixed tires on the same axle may handle erratically, possibly causing the driver to lose control.

The radial tire tends to keep its entire tread width on the road surface, even under cornering conditions where other types of tires might lift or slide laterally. Because of this, mixing radials on the front wheels and another type of tire on the rear wheels could produce a skid affecting vehicle control. Placing the two radials on the rear, while preferable to the front, is not the best solution either. Where wet or icy road conditions prevail, the front tires may skid causing the vehicle to pivot on the rear wheels and result in loss of steering control.

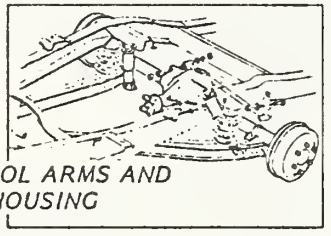
In the past, there has been a tendency to assume that high cost or high quality tires assured high speed capability. This is not necessarily so. For high speed operation, such as would be associated with police pursuit for example, tires designed for sustained high speed operation must be used.

The importance of making the proper tire selection becomes even more obvious when you consider that four sections of tread, each smaller than this page, are the only contact between the automobile and the road surface at any given instant.

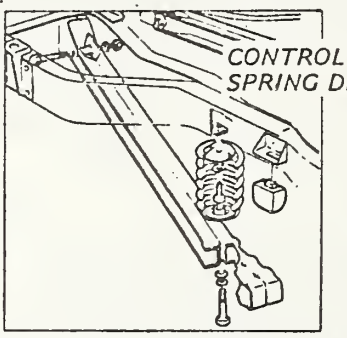
Again, we hope that this information will be useful to you, and we plan to provide more information on tires in future articles.

WANTED

FAILED PARTS OR INFORMATION SUPPORTING CASE NO. C3-34



CONTROL ARMS AND AXLE HOUSING



CONTROL ARM AND SPRING DETAILS

ALLEGED REAR AXLE CONTROL ARM FAILURES ON 1966-1971 LIGHT DUTY TRUCKS MANUFACTURED BY THE GENERAL MOTORS CORPORATION

BASIS FOR INVESTIGATION:

This case was opened May 9, 1973, following receipt of correspondence from U.S. Department of Agriculture (USDA), Forest Service, of Albuquerque, New Mexico, dated January 26, 1973. The Forest Service reported the occurrence of cracks in the rear axle control arms in 15 Chevrolet ½ ton pickup trucks. An investigation was initiated to determine whether the alleged rear axle control arm failure is potentially a safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

The rear axle control arm assembly as shown in Figures 1 and 2 is attached to the rear axle housing. The arm pivot points are rubber bushed. One end of the arm is connected to the housing, the other to the vehicle frame. The arm arrangement allows the rear axle housing to move up and down but limits fore-and-aft and side-to-side movements.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode: Cracking and eventual separation of the control arm reportedly occur as a result of metal fatigue.

Failure Symptoms: The vehicle operator may notice loud, unusual noises in the rear of the vehicle together with irregular handling characteristics. Cracks may be detected by visual examination. Initiation of the cracks occur in the vicinity of the "U" bolt attachment of the control arm assembly. Additionally, the two halves of the control arm may split where welded, permitting the "U" bolt to become disengaged.

Potential Safety-Related Concerns: Whether separation of the rear axle control arm occurs and, if so, whether it results in injury or property damage accident or other safety-related problems.

ITEMS OF INTEREST

- MILLER'S AUTOMOTIVE in Fullerton, California, reports finding a very high rate of failure among some GM vehicles with alternators that are equipped with integral regulators. They also report having little success with replacement units, either new or rebuilt. They find that the most frequent problems are shorting, and not charging at the required rate.

- Mr. Carl Riegal of RIEGAL'S SERVICE, INC., Livonia, Michigan, has reported servicing two cases of cracked power steering gear housings. One case involved a 1972 Pontiac Catalina, mileage unknown, and the other a 1972 Cadillac De Ville with mileage of approximately 62,000. We have received some very good examples of this type of failure as a result of our January 1976 article, and would like to thank those shops again that have been looking out for these items. Your efforts are appreciated.

- Mr. Marvin Frerick of FRERICK'S GARAGE in Sioux City, Iowa, has written in response to Mr. Bill Chisholm's comments on after-market parts. Mr. Frerick states that in his opinion, rebuilt items such as carburetors, starters, and alternators have very poor quality control and are "outrageously" priced.

- We received a suggestion from a new enrollee, Mr. Emmy Sacco of BRIDGEPORT GARAGE in Bridgeport, Pennsylvania, to contact the Automotive Service Council of Pennsylvania, Post Office Box 3435, Harrisburg, Pennsylvania, for more information on new enrollees. We have contacted Mr. Robert Schmidt of that organization and would like to extend our thanks to Mr. Sacco for the tip.

- Mr. Bill Schmidt of BILL SCHMIDT'S GARAGE in Pittsburgh, Pennsylvania, reports removing a power steering gear box from a 1974 full size Chevrolet where the lower bearing and cup broke. He states that there was no loss of fluid, but a severe binding condition developed as a result. The part was not available since the dealer, which refunded the cost of repairs to the customer, retained it. This type of information can be very helpful in identifying the existence of safety-related defects.

- We have received an engine mount from a 1972 Dodge, presumably from the Winston-Salem, North Carolina, area. We have not been able to identify the shop. If you returned this part, please let us know. We have also received a bag from BRAKE-O-RAMA in New York. We have not been able to identify this number and we did not receive your address. Please call us so we can forward your certificate.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During April 1976, 18 shops became active participants in the PRP. Eight shops have sent in failed parts in consecutive months.

REGION 0

GLIDDEN AUTO SERVICE
Noshua, New Hampshire

REGION 1

*ARTIE'S SERVICE CENTER
Lagrongeville, New York

*BOB SCHMIDT'S GARAGE
Pittsburgh, Pennsylvania

(4) KOLESNIK'S SERVICE STATION
Rochester, New York

(2) LONGBARD'S EXXON STATION
Poughkeepsie, New York

*SASSAMAN & BURDEN
Temple, Pennsylvania

REGION 2

(4) AUTO BRAKE CORPORATION
Norfolk, Virginia

(3) BEREA AUTO SERVICE
Greenville, South Carolina

DODD'S AUTO SERVICE
Portsmouth, Virginia

*THE MOTOR CAR
Bethesda, Maryland

MYER'S GARAGE
Winston Salem, North Carolina

PIONEER MOBILE STATION
Springfield, Virginia

*YON BROTHERS GARAGE
Charleston, South Carolina

REGION 3

IKE'S AUTOMOTIVE MAINTENANCE
Montgomery, Alabama

(2) HAGAN SERVICE CENTER
Gainesville, Georgia

RALPH CANNON AUTO SERVICE, INC.
Atlanta, Georgia

*WAYNE TERRELL'S GARAGE
Macon, Georgia

REGION 4

*CHESTER BODY & REPAIR COMPANY
Cleveland, Ohio

K & H TOTAL SERVICE
Ypsilanti, Michigan

LEXINGTON BRAKE
Lexington, Kentucky

RIEGAL'S SERVICE, INC.
Livonia, Michigan

REGION 5

DAVE McMILLEN'S AUTO REPAIR SERVICE
Duluth, Minnesota

*DOC'S AUTO CLINIC
Grand Forks, North Dakota

*ED & WALLY'S, INC.
Kenosha, Wisconsin

*FRERICK'S GARAGE
Sioux City, Iowa

K-S WHEEL ALIGNMENT SERVICE
Waterloo, Iowa

*LARRY GAIDA'S SERVICE STATION
Duluth, Minnesota

TOMMY'S AUTO REPAIR
Sioux City, Iowa

REGION 6

ATWELL AUTO REPAIR
St. Louis, Missouri

AUTO HOSPITAL
Lincoln, Nebraska

BILL NOBLE'S BRAKE SERVICE
Pinelawn, Missouri

(7) DICK JORDAN STANDARD SERVICE STATION
Cloyton, Missouri

HUTT & STILES
Skokie, Illinois

*MERWIN AUTOMOTIVE SERVICE
Emporia, Kansas

*MIDAS MUFFLER
Kansas City, Missouri

*RAY'S MOTOR SERVICE
Topeka, Kansas

*SPRINGFIELD BRAKE COMPANY
Springfield, Missouri

REGION 7

(2) HILL'S AUTOMOTIVE CLINIC
Abilene, Texas

*LETOURNEAUX COLLEGE
Longview, Texas

RED'S AUTOMOTIVE
Abilene, Texas

TOMMY'S AUTOMOTIVE
San Angelo, Texas

REGION 8

DAVE KYLE'S GARAGE
Phoenix, Arizona

REGION 9

DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

FOSTER'S SERVICE CORPORATION
Seattle, Washington

REGION 9A

*BUD'S BRAKE & WHEEL SERVICE
Bakersfield, California

(7) ISE AUTOMOTIVE SERVICE
Hollywood, California

*LEE'S AUTO SAFETY CENTER
Santa Ana, California

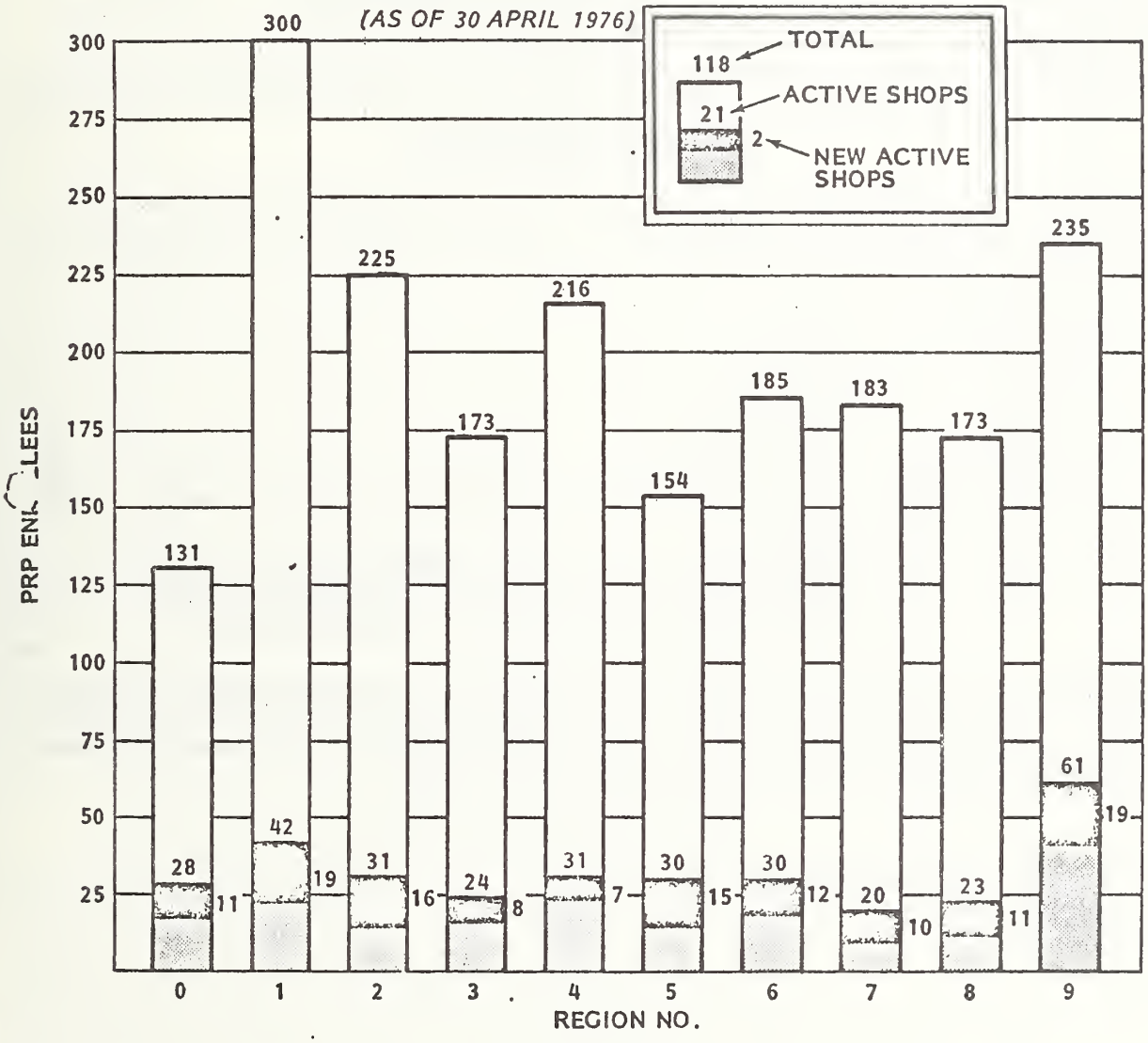
VANOWEN BRAKE & WHEEL
North Hollywood, California

WONG'S AUTOMOTIVE SERVICE, INC.
Fresno, California

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. One hundred twenty nine shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.



STATES

CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
RI		VA	TN		SD			NM	WA
VT		WV			WI			UT	
PR								WY	
VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

RENAULT MODEL 17

Special public attention is directed to the Suspended Investigatory Case #C4-60, so that persons with experience or information they consider vital to this investigation may report the matter in detail to the National Highway Traffic Safety Administration.

Manufacturer:	Renault
Model:	17 Sports Coupe
Years:	1971-1973
Component:	Bosch Fuel Injector
Possible Problems:	Alleged fuel leakage from pressurized system onto engine exterior.
Status:	Suspended June 24, 1975. No further investigatory effort will be expended on this case and it will be closed in the near future unless significant additional information is received.

Investigations are currently being conducted to determine whether this condition represents a safety-related defect among certain 1970-1973 Volvo vehicles (Case #C4-58) and 1970-1972 Volkswagen vehicles, including Porsche (Case #C4-59). If you know of fuel leaks in any of the above vehicles we would like to know about them along with the results of the leaks.

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM

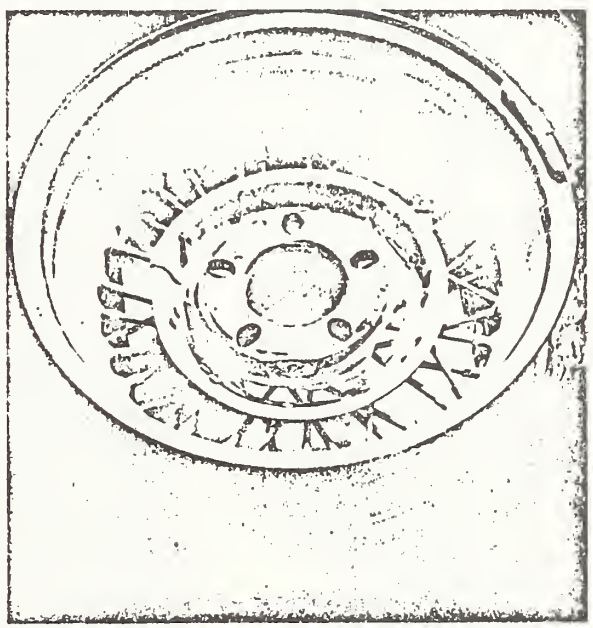
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 9 March 1976

BROKEN WIRE WHEEL

Mr. Virgil Jones of DICK JORDAN'S STANDARD SERVICE STATION in Clayton, Missouri, has returned a wire wheel, removed from the right front of a 1975 Cadillac Coupe De Ville with a vehicle mileage of approximately 5,000. As indicated in the photograph at the right, the inner disc which attaches to the hub is cracked around 2/3 of its circumference. According to other information received by the Office of Defects Investigation, National Highway Traffic Safety Administration (NHTSA), the wheel is known as a Tru-Spoke and was manufactured by Wheel Specialities Co. of Anaheim, California. Failure reportedly occurred at a speed of approximately 20 mph and after the vehicle operator detected some front end vibration.



We would like our PRP members to be on the look out for failed wheels, whether original equipment or after market items. We would also like to hear from any shop which finds failed wheel adapters.

AUTO SAFETY HOTLINE

The NHTSA's Office of Public Affairs and Consumer Services is now operating a new facility to aid motor vehicle owners who need help in solving safety-related vehicle problems or who have defect-related information to report.

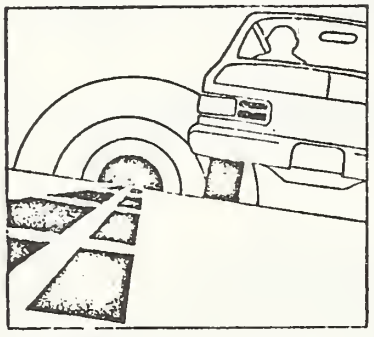
The Hotline, instituted on October 15, 1975, is available toll-free to 10 states and the District of Columbia and has received approximately 5,000 calls since its creation.

Hotline staff are careful to avoid any judgment of consumer complaints as "defects" or dealer error, but instead refer all safety-related reports to the Office of Defects Investigation, NHTSA; at the same time sharing the reports with the involved vehicle manufacturer.

The 10-state area covered by the Hotline (800-424-0123) includes Maryland, Delaware, Virginia, West Virginia, Pennsylvania, North Carolina, New Jersey, Connecticut, the cities of New York, Long Island, Buffalo, and Rochester, and the 513 and 614 area codes of Ohio. The District of Columbia and surrounding metropolitan areas are covered by 426-0123. Those wishing to contact the Hotline from outside these areas may call 212-426-0123, if they want to pay for the call.

BASIC TRAFFIC SAFETY LAWS ENACTED - 1966

The following is an excerpt from "Traffic Safety '74, A Digest of Activities of the National Highway Traffic Safety Administration."



Automotive transportation has been marked by accidents, injuries, and fatalities from its inception. In 1895, when there were only four gasoline-powered vehicles in the United States, two of them collided in St. Louis—seriously injuring both drivers. Nine years later, traffic had picked up and a 10-year-old girl was struck by a bakery truck, to become the first motor vehicle traffic death in the Nation's capital.

During the ensuing years, the number of motor vehicles proliferated, as did the roads on which they were driven, the drivers who operated them, and the miles they traveled. So also did traffic accidents, injuries, and deaths—until 1966, when Congress determined that a national traffic safety effort, aimed at reducing the number of highway crashes and the resultant injuries and deaths, should be established. That year highway deaths exceeded 50,000, registered vehicles and licensed drivers hovered around 100 million, and mileage approached the trillion-mile-per-year level. The fatality rate per 100 million miles driven stood at 5.6. That was a high price for society to pay—even for a flexible, convenient form of transportation.

A program was launched to carry out the Congressional mandate through uniform standards governing highway use, design, and maintenance, safer cars, and better trained, more prudent drivers. Federal Motor Vehicle Safety Standards (FMVSS) were drawn up and published, to be adhered to by the automobile manufacturers. Similarly, national highway safety standards were issued, to be complied with by the States in planning and executing their highway safety programs. In 1968, a goal was established to reduce the fatality rate one-third by 1980 (from 5.3 in 1968 to 3.5).

The fatality rate has declined steadily since that time, as seen below:

Table 1
Mileage Death Rate

(Deaths per 100 million vehicle miles)

1966	5.58
1967	5.36
1968	5.27
1969	5.11
1970	4.78
1971	4.50
1972	4.35
1973	4.20
1974	3.56

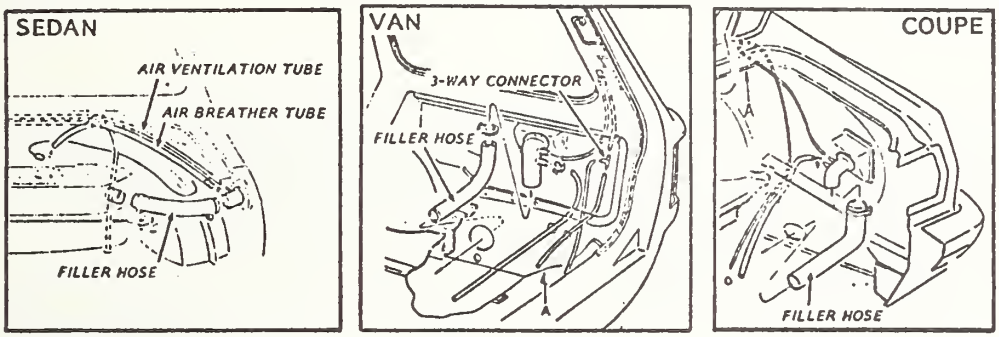
The basic laws enacted by the Congress in 1966 are the National Traffic and Motor Vehicle Safety Act and the Highway Safety Act. The motor vehicle safety law is administered by the National Highway Traffic Safety Administration (NHTSA). The Federal standards issued under the highway safety statute are administered largely by NHTSA, in part by the Federal Highway Administration (FHWA), and in part jointly by these two Department of Transportation agencies.

This illustrated, 38-page document is available free of charge to our PRP members, and we think you will find it well worth the time it takes to read. Subjects covered by the report include Safer Motoring, Crash Survivability, Crash Avoidance, a summary of the Federal Motor Vehicle Safety Standards, and others.

This publication can be requested from the National Highway Traffic Safety Administration, General Services Division, Room 5202, Washington, D.C. 20590.

WANTED

FAILED PARTS OR INFORMATION SUPPORTING CASE NO. C4-34



FUEL FILLER HOSES AND THREE-WAY CONNECTORS

Possible fuel leaks in the vicinity of the three-way connector and the filler hose of the 1969-1971 Datsun Models 510 and 1200.

DESCRIPTION

Fuel filler hose and the three-way connector both are alleged to contain holes or cracks.

FAILURE SYMPTOMS

Allegedly, the filler hose was improperly manufactured and contained holes. Improper installation in some cases is also alleged. The three-way connector is alleged to have cracks.

POTENTIAL SAFETY RELATED CONSEQUENCES

Failure of these parts would permit the release of the fuel and fuel vapor which may penetrate into the passenger compartment. Such fumes may present an explosion hazard.

PROBLEM SYMPTOM

The alleged failure could be detected by fuel vapor and leaking fuel. Visual inspection of the system might reveal wet fuel or fuel stains. It should be noted that a one-time occurrence of the smell of gasoline does not specifically indicate a fuel system malfunction. But a continued smell of fuel might indicate the need for a close visual inspection.

CASE NO. C4-34

SUBJECT: Possible Fuel Leaks in the Vicinity of the Three-Way Connector and the Filler Hose on the 1969-1971 Datsun Models 510 and 1200

The case was opened on the basis of information obtained from the Outraged Consumer Action Committee (OCAC), Inc., of Whittier, California. Allegedly, fuel leaks from the plastic three-way connector in the fuel vent system and from the fuel filler hose. The purpose of the investigation is to determine if the alleged problems represent a potential safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

The fuel filler hose is a large diameter rubber hose used to connect the fuel filler cap assembly to the fuel tank neck. The plastic three-way connector is used to intersect the ventilation line of the fuel tank and the line that vents directly into the atmosphere. Please see diagram on reverse side.

Allegedly, the filler hoses were improperly manufactured and contain holes. Improper installation in some cases is also alleged. The three-way connector is alleged to have cracks.

Failure of these parts would permit the release of the fuel and fuel vapor which may penetrate into the passenger compartment. Such fumes may present an explosion hazard.

The alleged failure could be detected by fuel vapor and leaking fuel. Visual inspection of the system might reveal wet fuel or fuel stains. It should be noted that a one-time occurrence of the smell of gasoline does not specifically indicate a fuel system malfunction. But a continued smell of fuel might indicate the need for a close visual inspection.

ITEMS OF INTEREST

- In meeting our objective of "spreading the word" about the PRP we are continuing to contact many automotive service industry associations. We are pleased to announce that the Automotive Services Council (ASC), Inc., has released an article, "Your Support is Needed" in their "Shop Notes," February 1976, page 8. This article describes the PRP and asks for more volunteers. We know that many of our PRP participants are ASC members and we thank the ASC for their support. We have received several requests to participate in the PRP as a result of this support.

- In addition, we have discussed with officials of the National School Transportation Association, ways in which their members — principally contract school bus fleet operators — might support the PRP. These discussions are continuing.

- If any of our existing members know of an independent automotive repair facility or automotive association that might be interested in learning more about the Program, send us their name and address.

- HARPER'S GARAGE in Midland, Texas, reports turn signal switches often warp due to heat build-up in vehicles. This reportedly results in rear brake light and turn signal failure. In addition, they report that the turn signal flasher control in some cases is located such that the driver may contact it accidentally, causing turn signal failure. Finally, they report finding many headlights out of adjustment which they attribute to poorly designed headlight adjuster nuts. The headlights reportedly become misaligned when contacted by small stones, etc.

- We would like to hear from any shops that are having difficulty getting answers to technical questions or solving service problems. We may be able to help. Please drop us a line explaining the problem and give the make, model, and year in question as well as any information you feel is pertinent.

- Mr. Charles S. Nickerson of CAMBRIDGE BRAKE SERVICE, INC., in Cambridge, Massachusetts, reported having difficulty with the local Post Office accepting our PRP mail bags. We would like to remind our members to make sure the failed part fits in the bag as your Post Office may refuse the bag otherwise. If you run into difficulties with the mail service, please contact us.

- Since the inception of the National Traffic and Motor Vehicle Safety Act of 1966 through December 1975, some 48.9 million vehicles have been recalled in 1,941 campaigns; 7.7 million (16% of the total) vehicles and 359 campaigns involved foreign vehicles.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During March 1976, 16 shops became active participants in the PRP (our second highest month for shop participation). Ten shops have sent in failed parts in consecutive months.

REGION 0

BEN-SAL AUTO SERVICE CENTER, INC.
Hartford, Connecticut

(2) CAMBRIDGE BRAKE SERVICE
Cambridge, Massachusetts

*FLANDER'S BRAKE & ALIGNMENT SERVICE
Hartford, Connecticut

*GENE CASEY ARCO STATION
Lynn, Massachusetts

*GEOFFREY SERVICE STATION
Lowell, Massachusetts

*KELLEY STREET GARAGE
Manchester, New Hampshire

(2) WORCHESTER BOYS TRADE HIGH SCHOOL
Worchester, Massachusetts

REGION 1

(2) BERT'S ARCO STATION
Wilmington, Delaware

*BUSS KAHLER'S GARAGE
Williamsport, Pennsylvania

JOHN'S BODY SHOP
Binghampton, New York

(3) KOLESNIK'S SERVICE STATION
Rochester, New York

*LONGBARD'S EXXON STATION
Poughkeepsie, New York

*NEW YORK AUTO REPAIR & ALIGNMENT, INC.
Poughkeepsie, New York

REGION 2

(3) AUTO BRAKE CORPORATION
Norfolk, Virginia

(2) BEREA AUTO SERVICE
Greenville, South Carolina

EUROPEAN MOTORS LTD
Washington, D.C.

REGION 3

AUTO SPRING & BRAKE SERVICE, INC.
Montgomery, Alabama

HAGAN SERVICE CENTER
Gainesville, Georgia

*SALYER'S GARAGE
Decatur, Georgia

REGION 4

*EVAN'S BRAKE & TIRE SERVICE
Cleveland, Ohio

(2) HEATHERDOWN'S AUTOMOTIVE SERVICE
Toledo, Ohio

PAUL'S GARAGE
Dayton, Ohio

*PEDLEY'S GARAGE
Owensboro, Kentucky

TAYLOR'S GARAGE & SERVICE STATION
Akron, Ohio

REGION 5

BELOIT FRAME & AXLE CO.
Beloit, Wisconsin

CEDAR RAPIDS AUTO SERVICE
Cedar Rapids, Iowa

*CENTRAL PARK SERVICE STATION
Kenosha, Wisconsin

*EISENMAN & GALE
Green Bay, Wisconsin

*HESSEFORT SERVICE
Kenosha, Wisconsin

*NELSON'S AUTOMOTIVE
Milwaukee, Wisconsin

REGION 6

ADAM'S MOTOR SERVICE
St. Charles, Missouri

(6) DICK JORDAN'S STANDARD SERVICE STATION
Clayton, Missouri

GENE'S AUTOMOTIVE SERVICE
Garnett, Kansas

JERRY MCLAIN'S AUTO REPAIR
St. Louis, Missouri

PARK AUTO REPAIR
Chicago, Illinois

*STONER'S TRIANGLE AUTO SERVICE
Rockford, Illinois

REGION 7

*HILL'S AUTOMOTIVE CLINIC
Abilene, Texas

REGION 9

SHARPS AUTOMOTIVE
Seattle, Washington

REGION 9A

CALIFORNIA STATE AUTO ASSOCIATION
San Francisco, California

(6) ISE AUTOMOTIVE SERVICE
Hollywood, California

MAURICE'S AUTOMOTIVE
Hollywood, California

MILLER'S AUTOMOTIVE
Fullerton, California

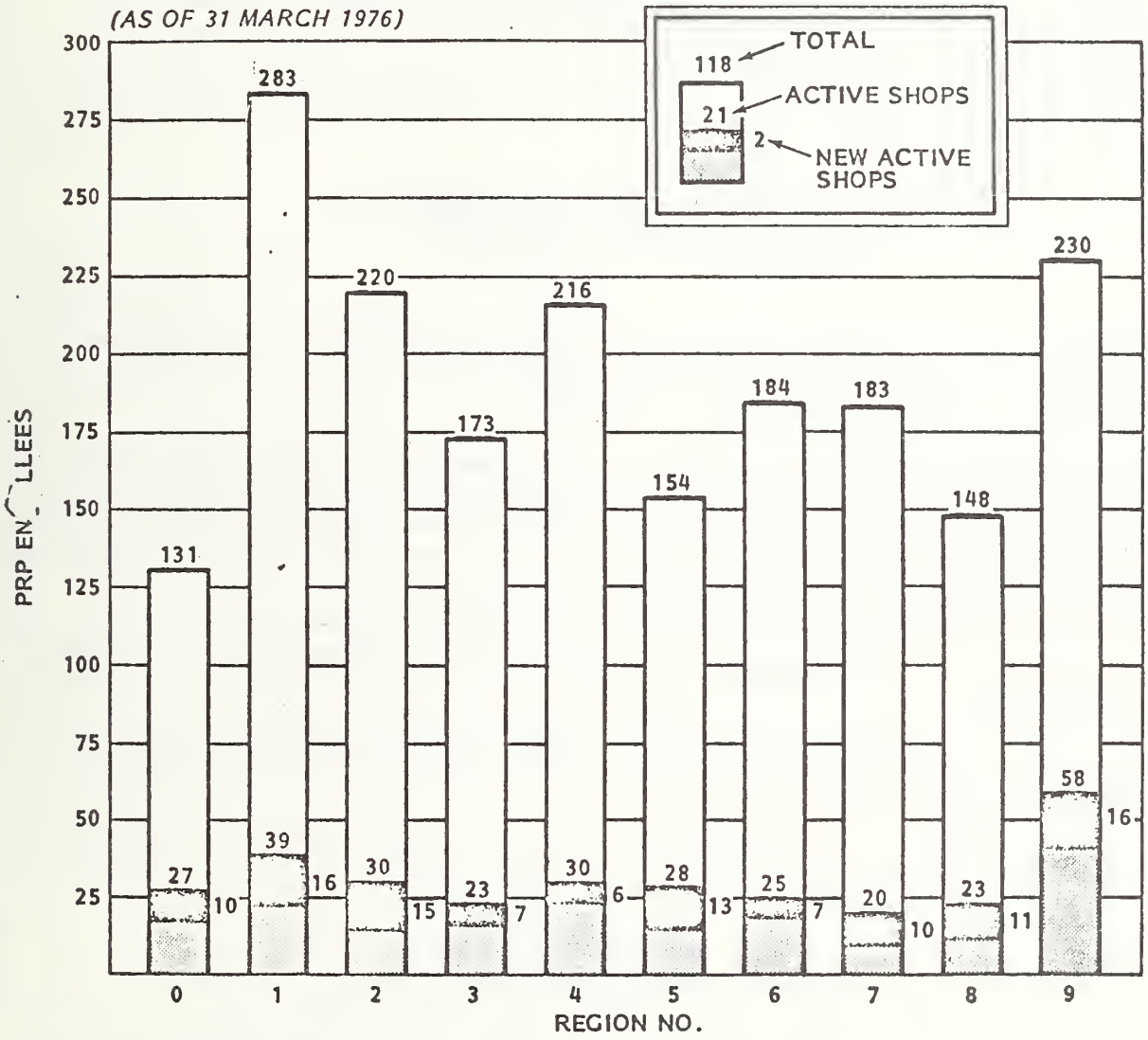
PRECISION AUTO REPAIR
San Francisco, California

(2) RANCHO CORDOVA GARAGE
Rancho Cordova, California

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. One hundred and eleven shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.



STATES

CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
RI		VA	TN		SD			NM	WA
VT		WV			WI			UT	
PR								WY	
VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

NATIONAL PARTS RETURN PROGRAM
DESCRIPTION AND FUNCTION

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).

- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construct[illegible] or performance of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way□

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

NEMS
PARTS RETURN PROGRAM NEWS

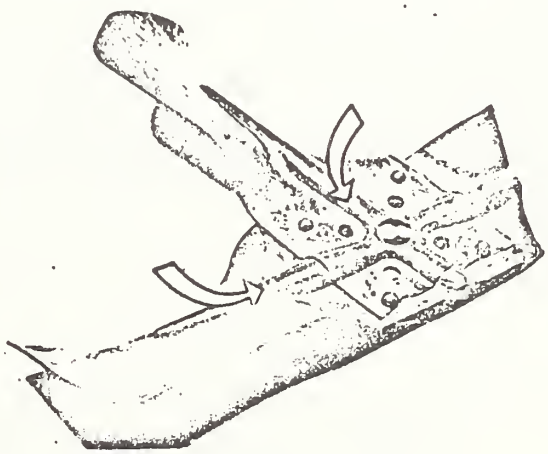
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 8 February 1976

BROKEN FAN BLADES

Recently, we received from Mr. Jim Durbin of KINGS PARK EXXON in Springfield, Virginia, a broken cooling fan removed from a 1971 Vega with 44,071 miles. According to Mr. Durbin, the vehicle's engine was vibrating badly and the radiator had been damaged by one of the separated blades. The picture at right shows the cracks in the remaining blades. This type of failure may be extremely hazardous to an individual who is initially inspecting a vehicle while the engine is running.



In reviewing our records of the past 6 to 7 months we find we have received several broken fans, removed from AMC, Ford, and GM products, where one or more of the blades have separated from the fan hub. The shops who sent in these parts were ISE AUTOMOTIVE SERVICE, Hollywood, California; KALLEN'S GARAGE, Van Nuys, California; DOYLE'S SERVICE, Massillon, Ohio; B & E AUTOMOTIVE, Tacoma, Washington; and MCLAIN'S AUTO REPAIR, St. Louis, Missouri.

Although many fans may be too large for the mail bags, we would like to hear from our members who have encountered this type of failure. The information you can give us may be as valuable as the part.

AMC RECALL
NHTSA CAMPAIGN NO. 76-0021

American Motors Corporation is conducting a recall campaign on 1974-75 model year Matadors. There are 3,134 vehicles involved. Among these suspect vehicles, there are approximately 700 power brake boosters that may contain a defect which can cause separation of the power brake booster, section shells. This potential for separation results from a lack of full crimp overlap. Separation may occur during application of high pedal force, such as a panic stop.

Field corrective action will consist of inspection of each vehicle, and replacement of all power brake booster units with the relevant date code. Inspections and any replacements will be made without charge to the vehicle owners.

WALL POSTERS AND CHARTS
MULTIPIECE WHEELS

In the near future each shop enrolled in the National Parts Return Program will be receiving two posters and two charts concerning multipiece wheels. The posters and charts have been prepared and issued by the National Highway Traffic Safety Administration (NHTSA), and are part of a continuing campaign to alert truck and bus service personnel to the hazards involved in working with such wheels. These wheels consist of two pieces (a rim base and a side ring), or three pieces (rim base, side ring or flange, and lock ring).

NHTSA officials have pointed out that, of a total of 129 reported accidents involving the handling of all types of multipiece wheels, 104 resulted in crippling or fatal injuries. Investigation of these accidents indicates that they occurred in most cases because tires were inflated before side rings, or lock rings, were fully seated. As a result the wheel parts were blown apart with explosive force, inflicting serious injury to nearby service employees or bystanders.

The two posters dramatize the safety precautions for service personnel working with multipiece wheels, while one of the two charts details the correct mounting/demounting procedures and safety precautions for servicing tube type truck and bus tires. The second chart lists the accepted interchangeability known to exist between the various wheel makes and parts. The NHTSA noted in an earlier investigation a significant number of mismatched parts, probably the result of lack of knowledge in this area.

We would like to receive more input on this problem from our PRP members.

SIGNIFICANT CASES INVESTIGATED DURING 1974

A recent report to the Congress of the United States in September 1975 by President Ford contained briefs of cases investigated by the Office of Defects Investigation, NHTSA, during the calendar year 1974. One such brief is presented below for your review. This text was taken in total from "A Report on Activities Under the National Traffic and Motor Vehicle Safety Act of 1966 and the Motor Information and Cost Saving Act of 1972," U.S. Department of Transportation Document No. DOT-HS-801-700, page 37.

Automotive Jack Stand Inadequacy

This investigation resulted from an NHTSA survey of jack stands commonly available in the marketplace. Tests indicated that a number of models would not bear their rated load. Recalls, based on apparent capacity overrating, were initiated for 400,760 Pathfinder Auto Lamp Company auto jack stands and 17,860 Auto Specialities Manufacturing Company stands. The Pathfinder Model 7224, rated at 4,000 pounds, and Model 8336, rated at 5,000 pounds, manufactured during the first 6 months of 1974, were downgraded to 3,000 and 4,000 pounds respectively. The Auto Specialities models 41601 and 41603, rated at 5,000 pounds, were downgraded to 3,000.

ITEMS OF INTEREST

- We are pleased to report that the PRP News receives wide distribution. In our November issue we conveyed the comments of Mr. D. Foran of TIM'S IMPORT SALES & SERVICE, Hutchinson, Kansas, concerning brake proportioning valves on import vehicles.

  Subsequently, we were reminded by the people of Renault in France, through their U.S. representative, that the Renault R-10 is equipped with four wheel disc brakes, rather than disc/drum as our newsletter implied. Thanks for bringing this to our attention.

- The National Highway Traffic Safety Administration has received a variety of vehicle owner reports concerning catalytic converters. If your shop encounters any problems on vehicles equipped with catalytic converters, such as excessive heat build up, please let us know.

- Mr. K. Katon of KATON'S GARAGE, Lead, South Dakota, points out that sending in parts is not always the answer. Mr. Katon states that he has encountered Jeep Wagoneer brake failures at 30,000 miles resulting in damage to the brake drums, as well as heater core leaks which can cause the windshield to be obstructed. Mr. Katon goes on to say that these parts are usually repaired. Mr. Katon also mentions finding Wagoneers frequently having cracked fuel tanks.

- Mr. T. C. Duff of BELOIT FRAME AND AXLE CO., Beloit, Wisconsin, has asked whether a shop identification card would be helpful to the PRP in getting participation from other service establishments. We will look into this, and we welcome any comments our members have.

- Mr. Bill Chisholm of VANOWEN BRAKE AND WHEEL, North Hollywood, California, has reported experiencing frequent failures with after-market parts. He mentions difficulty with water pumps, and states that often the failures occur after a few thousand miles.

  We are still studying the best approach to initiate a quarterly reporting form suggested by Mr. Paul Lovely of PAUL'S GARAGE in Dayton, Ohio, to record problems with defective replacement parts. If any of you have suggestions on this subject send them in with your next part.

- This month one of our PRP members sent us two engine mounts from a 1969 Ford Fairlane station wagon in support of NHTSA Case C4-18. We have been unable to identify that shop. If you sent us these parts, please let us know. We have also received a brake master cylinder from a 1970 Ford Maverick. We have been unable to identify the contributing shop. If you sent us this part, please notify us.

- Ms. Jonni B. Peizer will be the new Region 2 and Region 4 representative. Ms. Peizer is located in our Arlington, Virginia, office and may be contacted weekdays at (703) 527-4500 between 8:00 a.m. and 5:00 p.m., Eastern Time.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During February 1976, six shops became active participants in the PRP, and at this time 10 shops have sent in failed parts in consecutive months.

REGION 0

CAMBRIDGE BRAKE SERVICE
Combridge, Massachusetts

(2) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

HENNIKER AUTOMOTIVE
Henniker, New Hampshire

WORCHESTER BOYS TRADE H.S.
Worchester, Massachusetts

REGION 1

BERT'S ARCO STATION
Wilmington, Delaware

CRANE AUTO REPAIR
Bricktown, New Jersey

FRANK'S SUNOCO
Tolleyville, Delaware

(2) GORDIE'S AUTO SERVICE
West Chester, Pennsylvania

(2) KOLESNIK'S SERVICE STATION
Rochester, New York

*YAMAN'S TRANSMISSION SERVICE
Cortland, New York

REGION 2

(2) AUTO BRAKE CORPORATION
Norfolk, Virginia

(3) B & G AUTO SERVICE
Arlington, Virginia

BEREA AUTO SERVICE
Greenville, South Carolina

*KINGS PARK EXXON
Springfield, Virginia

REGION 4

DEROMEDI'S AUTO SERVICE
Lakewood, Ohio

GLENN PERRY GARAGE
Indianapolis, Indiana

HEATHERDOWN'S AUTOMOTIVE
Toledo, Ohio

LEXINGTON BRAKE
Lexington, Kentucky

(2) MASTER TIRE CO.
Evansville, Indiana

REGION 5

DES MOINES AREA COMM. COLLEGE
Ankeny, Iowa

K & S WHEEL ALIGNMENT
Waterloo, Iowa

RICHFIELD WHEEL ALIGNMENT
Richfield, Minnesota

TOMMY'S AUTO REPAIR
Sioux City, Iowa

REGION 6

(2) CASEY'S SPORT CAR SERVICE
Wichita, Kansas

(5) DICK JORDAN'S STANDARD SERVICE STATION
Cloyton, Missouri

TOMAN AUTO REPAIR CO.
St. Louis, Missouri

REGION 7

*A & B BRAKE & ALIGN
Tyler, Texas

ANCELL'S TEXACO STATION
Abilene, Texas

BOB CHESTER'S AUTO SERVICE
Arlington, Texas

*FUSELIER'S AUTO SERVICE
New Orleans, Louisiana

REGION 8

*ALAMEDA GARAGE
Pocatello, Idaho

DAN'S AUTOMOTIVE SERVICE
Colorado Springs, Colorado

(2) NATIONAL SAFETY CLINIC AUTO REPAIR
Salt Lake City, Utah

REGION 9

DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

(3) FOSTER'S SERVICE CORPORATION
Seattle, Washington

REGION 9A

(5) ISE AUTOMOTIVE SERVICE
Hollywood, California

KALLEN'S GARAGE
Van Nuys, California

MICHAEL SCELZI GARAGE
Fresno, California

RANCHO CORDOVA GARAGE
Rancho Cordova, California

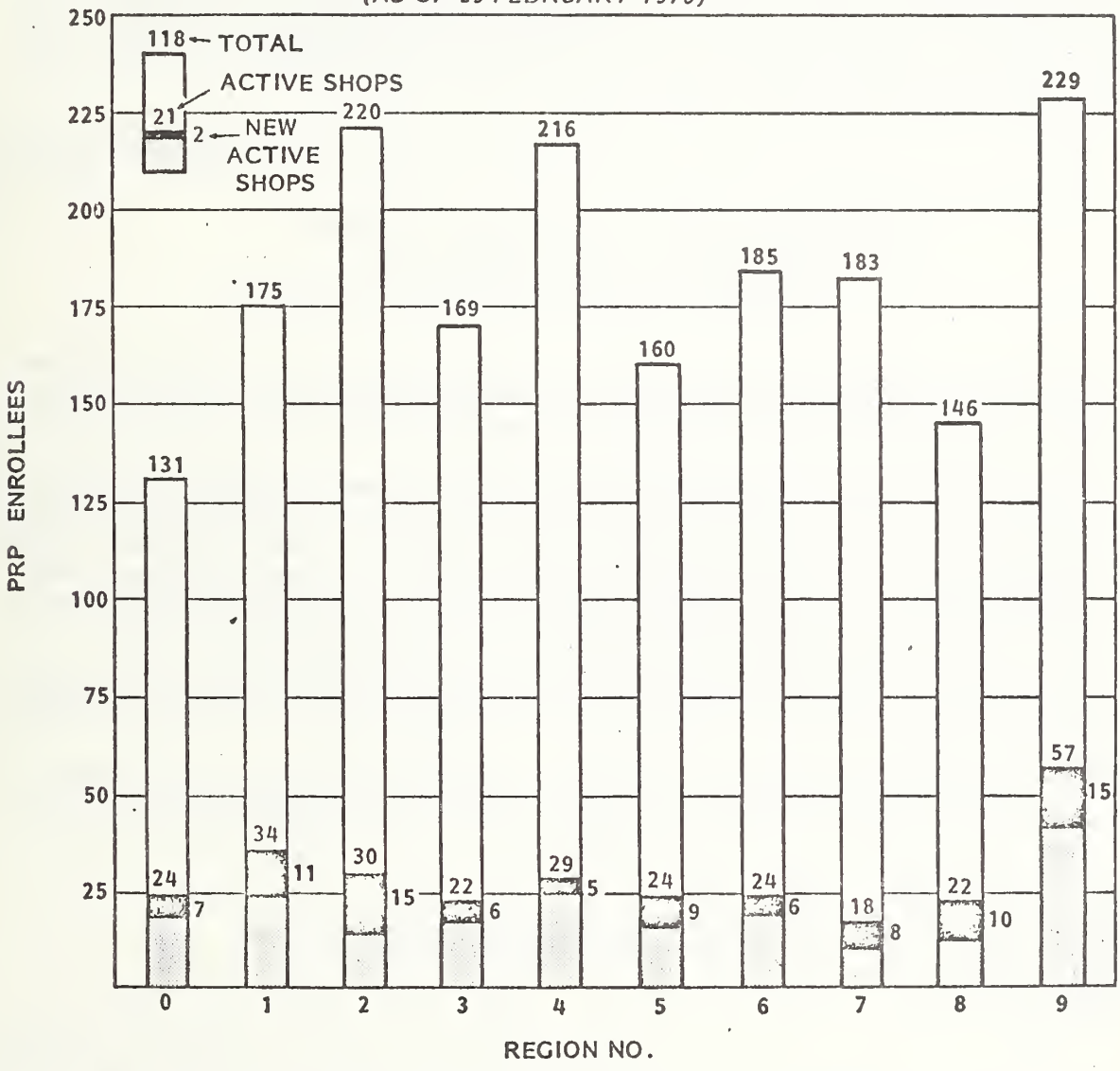
*WONG'S AUTOMOTIVE SERVICE
Fresno, California

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Ninety-two shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(AS OF 29 FEBRUARY 1976)



STATES	CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
	ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
	MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
	NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
	RI		VA	TN		SD			NM	WA
	VT		WV			WI			UT	
	PR								WY	
	VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

NATIONAL PARTS RETURN PROGRAM
DESCRIPTION AND FUNCTION

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).

- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way□

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM

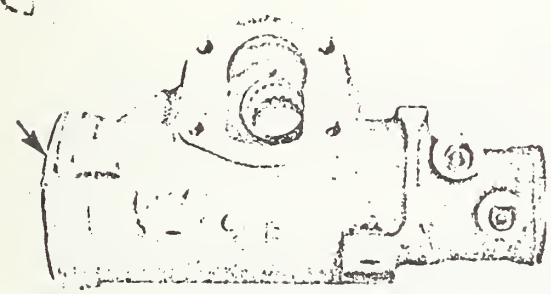
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol., No. 7 January 1976

CRACKED POWER STEERING GEAR HOUSING

In recent months the PRP has received two cracked power steering gear housings. The first was received from Mr. Webb of WEBB & ANDERSON in Solem, Oregon. It carries serial number 5687962. This crack, opproximately 160° around the circumference of the gear housing end, caused steering problems due to loss of fluid through the 1/8" separation. The second cracked power steering gear was received from Mr. W. M. Boyd of DODD'S AUTO SERVICE in Portsmouth, Virginia. It carries serial number 7805525. This crack is very similar to the first one and runs approximately 180° around the circumference of the gear housing end. The photograph (left) depicts these cracked power steering gear housings. The first foiled component was removed from a 1972 Buick Estote Wagon with 59,292 miles, and the second one came from a 1974 Chevrolet Impala Station Wogon with 53,000 miles. If ony of our PRP members know of similar foilures, please let us know with full descriptions of the failure, including moke/model and year of the vehicle.



STEERING POWER ASSIST HOSE

In October 1975, Mr. Gil Martin of GIL'S AUTOMOTIVE SERVICE in Sioux City, Iowa, sent in a ruptured power steering hose. This failed hose was taken from a 1975 Ford F-250, three-quarter ton pickup truck with 11,083 miles. A two-inch section of the hose was ruptured, reportedly due to contact with a hot engine manif. .. The photograph (right) shows the hose rupture, between the arrows. We would like to hear from your shop if you knaw of similar conditions on other motor vehicles.

HIGHLY ACTIVE PRP SHOPS

For the first half of the current year (period beginning 1 July 1975 and ending 31 December 197.) there were nine PRP shops that contributed 10 or more failed parts to the Program. Our objective is to have at least 20 of our shops contribute at least 20 or more failed parts by the year ending 30 June 1976. We know this is a reasonable goal which can be achieved with your help.

The shops who are well on their way to meeting this Program objective are listed below in order of the number of parts they had submitted as of 31 December 1975 (ties are listed in alphabetical sequence). We appreciate the contributions these shops are making to this Program.

SHOP NAME	NO. OF PARTS
PARK AUTO REPAIR Chicago, Illinois	27
BERT'S ARCO STATION Wilmington, Delaware	22
ISE AUTOMOTIVE SERVICE Hollywood, California	21
DICK JORDAN'S STANDARD SERVICE STATION Clayton, Missouri	20
AUTO HOSPITAL Lincoln, Nebraska	14
HAGAN SERVICE CENTER Gainesville, Georgia	14
TIM'S IMPORT SALES & SERVICE Hutchinson, Kansas	12
SMITH BROTHERS BRAKE & WHEEL SERVICE Tujunga, California	11
ADE & BOB'S MUFFLER & BRAKE CENTER St. Paul, Minnesota	10

ITEMS OF INTEREST

- Currently there are several geographic regions which have a very low level of PRP participation. One such region includes the states of Idaho, Montana, North and South Dakota, Wyoming, Utah, and Nevada. If any of our existing PRP members know of independent automotive repair facilities in these states that might want to participate in this Program please forward their names and addresses to us. Thanks.
- Over the past few months the PRP has received 42 failed parts and/or items of information which relate to existing NHTSA defect investigations or audits. We have prepared the following summary table for your review. Keep up the good work. Your contribution of a failed part may lead to a new investigation, so keep them coming in even though they are not on this list.

CASE NO.	COMPONENT	QTY. RECEIVED
161	Power Broke Vocuum Check Valve (GM, Chrysler, AMC)	7
212	Front Lower Control Arm (Ford)	4
258.5	Engine Mounts (GM)	5
C2-53	Broke Moster Cylinder (Ford)	5
266	Ignition Switch (Ford)	1
282	15 x 5.5 Single-Piece Wheel (Ford, Mercury)	1
C4-07	Hood Latch (Ford)	1
C4-09	Broke Proportioning Valve (Chrysler)	2
C4-44	Carburetor Floats (GM)	8
C4-57	Bosch Fuel Injector (Saab)	1
C4-58	Bosch Fuel Injector (Volvo)	2
C5-07	Timing Gears (Pontioc)	1
A2-58	Engine Mounts (GM)	4
		42 Parts

A more detailed description of these investigations is contained in your NHTSA Defect Investigatory Cases Report. The December issue will be mailed to you in the near future.

SIGNIFICANT CASES INVESTIGATED DURING 1974

In keeping with our objective of providing information to our PRP participants we are providing from time to time excerpts of significant cases, some of which have led to NHTSA influenced Recall Campaigns. The following case brief was taken in part from "A Report on Activities Under the National Traffic and Motor Vehicle Safety Act of 1966 and the Motor Vehicle Information and Cost Saving Act of 1972," U.S. Department of Transportation Document No. DOT-HS-801-700, page 37.

GENERAL MOTORS ROCHESTER QUADRAJET FUEL INLET PLUG FAILURE

Based on allegations of fuel inlet plug failures in 1965-66 Chevrolets, and 1966 Buicks equipped with Rochester Quadrajet Carburetors, NHTSA investigated and determined that a safety-related defect existed. In the majority of the fuel inlet plug failures reported to NHTSA, engine compartment fires resulted. The manufacturer and other interested persons were given an opportunity to express their views; after considering these inputs, the NHTSA instructed GM to recall those vehicles. Since GM disagreed with the NHTSA's findings, legal proceedings were initiated.

RECALL CAMPAIGN - CHRYSLER CORPORATION

(CAMPAIGN NO. 75-0201)

Chrysler Corporation is recalling 2,619 1975 Plymouth Fury and Dodge Coronet police vehicles equipped with 400 or 440 CID engines and power steering. There is a possibility that the steering return hoses may fail due to heat deterioration. High exhaust manifold temperatures produced by extensive idle operation and high speed pursuit conditions in police service may cause cracks in the return hose, resulting in leakage of power steering fluid. In addition to potential loss of power steering assist, engine compartment fire may result from exhaust manifold ignition of the leaking fluid. The Chrysler Corporation will correct this problem by replacing suspect hoses with hoses made of a more heat resistant material (Hypalon). If your shop encounters power steering hose failures, due to heat deterioration, in non-police vehicles, we would like to hear from you.

GOODYEAR RECALL OF CUSTOM STEELGARD

(CAMPAIGN NO. 76Y-002)

Goodyear Tire and Rubber Company is recalling 12,500 tires after some test tires failed the Department of Transportation's high speed and endurance requirements of Federal Motor Vehicle Safety Standard No. 109. The tires are the BR70-13, load range B, radial ply tubeless type with raised while letters and serial numbers starting with the letter MK, and ending in the numbers 015 through 185 and 304 through 524. The tires will be replaced and mounted free of charge within 60 days from the date the customer or dealer receives the recall notification.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During January 1976, 15 shops became active participants in the PRP, and at this time six shops have sent in failed parts in consecutive months.

REGION 0

HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

*VENDETTA BROS. AUTOMOTIVE SERVICE
Cromwell, Connecticut

REGION 1

GORDIE'S AUTO SERVICE
West Chester, Pennsylvania

KOLESNIK'S SERVICE STATION
Rochester, New York

W. & S. SERVICE INC.
Wilmington, Delaware

*YOUNGWOOD ESSO
Youngwood, Pennsylvania

REGION 2

AUTO BRAKE CORPORATION
Norfolk, Virginia

(2) B & G AUTO SERVICE
Arlington, Virginia

*DODD'S AUTO SERVICE
Portsmouth, Virginia

*EUROPEAN MOTORS LTD.
Washington, D.C.

GROSS'S UNION 76 SERVICENTER
Salem, Virginia

REGION 3

(4) HAGAN SERVICE CENTER
Gainesville, Georgia

*RALPH CANNON AUTO SERVICE, INC.
Atlanta, Georgia

REGION 4

*FARRIS AUTOMOTIVE, INC.
Whiting, Indiana

MASTER TIRE CO.
Evansville, Indiana

REGION 5

(3) ADE & BOB'S MUFFLER & BRAKE CENTER
St. Paul, Minnesota

REGION 6

CAPITAL AUTOMOTIVE
Lincoln, Nebraska

*CASEY'S SPORT CAR SERVICE
Wichita, Kansas

(4) DICK JORDAN'S STANDARD SERVICE STATION
Clayton, Missouri

LINCOLN SAFETY SERVICE CO.
Lincoln, Nebraska

*STONERS TRIANGLE AUTO SERVICE
Rockford, Illinois

REGION 7

GENERAL BRAKE SERVICE
New Orleans, Louisiana

REGION 8

*BUD'S GARAGE
Pueblo, Colorado

DAVE KYLE'S GARAGE
Phoenix, Arizona

*NATIONAL SAFETY CLINIC AUTO REPAIR
Salt Lake City, Utah

WILLIAMS TEXACO SERVICE
Phoenix, Arizona

REGION 9

(2) FOSTER'S SERVICE CORPORATION
Seattle, Washington

*GENESSE AUTOMOTIVE SERVICE
Seattle, Washington

*HAL'S MOTOR CLINIC
Seattle, Washington

*KING CO. BRAKE SERVICE
Seattle, Washington

NORMAN'S AUTO REPAIR
Arlington, Washington

*SPORTS CAR SERVICE
Seattle, Washington

*WEBB & ANDERSON
Salem, Oregon

REGION 9A

(4) ISE AUTOMOTIVE SERVICE
Hollywood, California

(2) SMITH BROTHERS BRAKE & WHEEL SERVICE
Tujunga, California

WANTED

FAILED STEERING SYSTEM COMPONENTS

THE PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED STEERING SYSTEM COMPONENTS THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

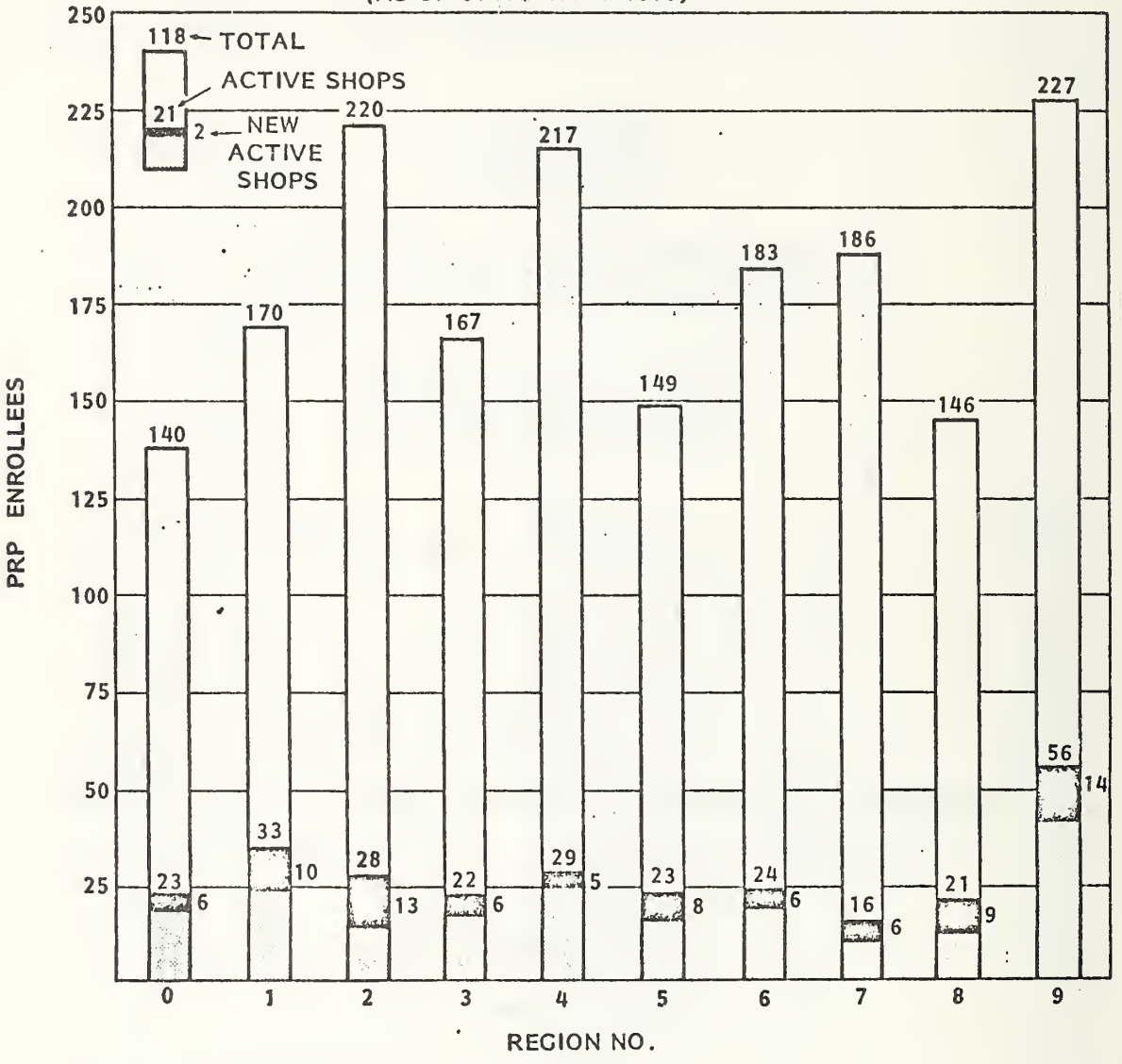
WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Eighty-three shops have joined our active team and sent in a part. Keep up the gaod work. We still need many more shops on our active team and a lot more parts.

(AS OF 31 JANUARY 1976)



STATES

CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
RI		VA	TN		SD			NM	WA
VT		WV			WI			UT	
PR								WY	
VI									

TELEPHONE CALLS

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NATIONAL PARTS RETURN PROGRAM DESCRIPTION AND FUNCTION

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- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way □

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

NEMS
PARTS RETURN PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 6 December, 1975

CASE OF THE MONTH

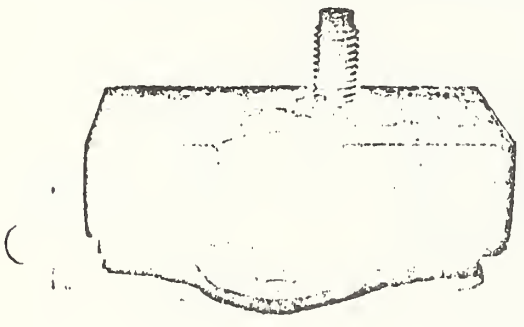
ALLEGED ENGINE MOUNT FAILURES IN 1965-1969 FORD FAIRLANE AND RANCHEROS, 1965-1969 MERCURY MONTEGOS, 1965-1970 FORD FALCONS, AND 1965-1970 MERCURY COMETS MANUFACTURED BY THE FORD MOTOR COMPANY.

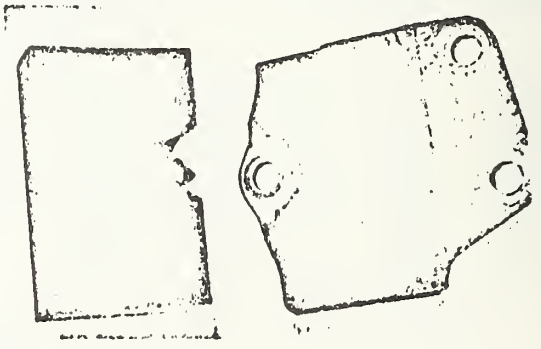
This case was opened as a result of six separate consumer reports of engine mount failure involving Ford Fairlane and Mercury Montego automobiles. All reports indicated a sticking throttle due to the broken engine mounts. An investigation was initiated to determine whether the alleged condition is potentially a safety related defect.

Engine mounts serve to support the engine on the vehicle's frame and to absorb noise, vibration, and torque reaction forces generated during engine operation. Engine mounts under investigation can be described as a "sandwich" type in which a thick layer of rubber is bonded between two layers of formed sheet metal. The "sandwiched" layer of rubber can split in two or delaminate causing the outer two metal pieces to separate. Note the separation of the engine mount in the photographs below. The most recent submittal of a failed engine mount was by Frank Rumford of FRANK'S SUNOCO in Talleyville, Delaware. The engine mount is from a 1967 Ford.

The NHTSA concern is whether engine mount failure occurs as alleged and if so whether such failure results in partial rotation of the engine within the engine compartment during acceleration, jamming the accelerator and/or gear shift linkages. A failed engine mount may be detected by a "thumping" sound immediately after let up of the accelerator pedal. This "thumping" is the sound of the engine dropping back onto its mounting supports after being raised due to engine torque.

We know that many of our team members have sent in failed engine mounts in the past. If you encounter any additional failures, we would like to know about them and whether they had any effects on the operation of the car.





CASE OF THE MONTH – NOVEMBER 1975

ALLEGED REAR WHEEL BEARING FAILURE ON 1963-1974 CHEVROLET CORVETTE (CASE NO. C5-01)

The following information is supplemental to our case of the month article which appeared in the November 1975 PRP newsletter. It is being provided as an aid to PRP members in servicing the subject vehicles.

Page 2 of the November 1973 Chevrolet Service News, in an article entitled "Corvette Rear Wheel End Play Adjustment and Inner Bearing Lubrication — 1963-1974 Corvette," gives the following information:

"Please refer to the 'Component Parts Replacement (Corvette)' section found on pages 4-16 through 4-19 of the 1974 Chevrolet Passenger Car Service Manual before performing service on any component of a 1963 through 1974 Corvette rear wheel spindle, bearing and/or support. The procedure outlined on the pages above utilizes the latest updated service tools available for removal and/or replacement of the spindle assembly without removing the rivets. A new shim selector tool J24626 has been made available for determining spindle end play without repeated removal of the spindle/rotor assembly as in the past.

"Re-emphasizing the importance of proper maintenance and lubrication of the spindle bearings, an article entitled 'Lubrication of Rear Wheel Inner Bearings Corvette Models' appeared in the November, 1972 issue of the Chevrolet Service News. The procedure outlined in the above article may be utilized on 1963-74 Corvette models using J-24488 greaser.

"In the case of a new vehicle, the inner wheel bearings should be lubricated after the initial 12,000 miles and every 24,000 miles thereafter.

"On past models, a 24,000 mile interval is recommended."

The special "J" number tools referenced are available from the Service Tool Division, Kent-Moore Corporation, 1501 South Jackson Street, Jackson, Michigan 49203.

ITEMS OF INTEREST

- Gay Coffman has replaced Sharon Chapman as our PRP Region 8 Representative. Gay's telephone number is (303) 597-1900.
- Mr. David Stein of NORTH MAIN GARAGE in Westport, Connecticut, reports numerous ply separation failures in Firestone 500 Steel Belted Radial tires. At the time of his report, he indicated recent failures in JR78-15, LR78-15, and HR78-14. He also recorded two identification numbers VKV2FNR024 and VDV4FNJ263.
- Mr. Virgil Jones of DICK JORDAN'S STANDARD SERVICE in Clayton, Missouri, reports the failure of a power steering pump on a 1975 Maverick at 12,700 miles. The sudden failure made the vehicle difficult to steer. The failed part is not available to the PRP but Virgil sent us a completed failed part tag along with another failed part in the mailbag.
- Mr. R. Crum of SUBURBAN AUTOMOTIVE in Lynwood, Washington, sent in a failed part tag and photograph on a cracked front wheel. The wheel is from a 1973 Dodge Van with 40,175 miles. The photograph shows a severe crack just outside the lug bolt holes on the ridge.
- Another brake master cylinder from a 1970 Dodge Dart Custom has been received. We cannot identify the shop who sent in the part. Please notify us if this is your part.
- Several positive comments have been received concerning the proposed PRP Directory (October issue of the PRP News).

SIGNIFICANT CASES INVESTIGATED DURING 1974

A recent report to the Congress of the United States in September 1975 by President Ford contained briefs of cases investigated by the Office of Defects Investigation, NHTSA, during the calendar year 1974. One such brief is presented below for your review. This text was taken in total from "A Report on Activities Under the National Traffic and Motor Vehicle Safety Act of 1966 and the Motor Vehicle Information and Cost Saving Act of 1972," U.S. Department of Transportation Document No. DOT-HS-801-700, page 37.

B.F. Goodrich Space Saver Tire Explosive Tire/Rim Separation

Based on allegations of the explosive separation of the tire from the rim during the initial inflation process, NHTSA conducted an investigation that led to the conclusion that the failure of the tire assembly constituted a safety defect. Testing and field investigation demonstrated that the tire could fail during inflation and, in fact, had failed, causing two fatalities and several serious injuries. B.F. Goodrich has instituted a recall campaign to correct the problem.

NISSAN RECALL – 20,187 1971 DATSUN PL510 SEDANS

The Nissan Motor Corporation in the United States has announced a recall, involving their 1971 model PL510 vehicles sold in California, to fix a faulty fuel tank plug. The rubber plug, used to close off a return line at the fuel tank, can possibly be eaten away by air pollutants, causing a gasoline leak into the rear seat area.

All vehicles sold in California are to be corrected for this defect without cost to the owner.

RADIAL TIRE PROBLEMS

In the October issue of the PRP News we published articles concerning alleged problems with radial tires. We subsequently received a report from Mr. R. D. Halblom of CEDAR RAPIDS AUTO SERVICE in Cedar Rapids, Iowa, which reinforces the earlier reports. In addition, Mr. Halblom states that they have noted no "in service" failures of these tires when run on the rear axle. He also stated that severe alignment setting changes would not compensate for the pulling effect that these tires provide.

Mr. Halblom also reports difficulty in convincing customers that the problem originates in the tires. He states that they have often found it necessary to install a complete set of new or used tires to prove a diagnosis. Once convinced, the customers then return to the original tire dealer. No reports of dealers not fulfilling their adjustment obligations have been received by Mr. Halblom.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. The number identifies the number of consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During December, 12 shops became active participants in the PRP, and at this time 9 shops have sent in failed parts in consecutive months.

The outstanding shops for December are:

REGION 0

CAMBRIDGE BRAKE SERVICE
Cambridge, Massachusetts

CURLEY'S AUTO REPAIR, INC.
Warwick, Rhode Island

*HENNIKER AUTOMOTIVE
Henniker, New Hampshire

WORCESTER BOYS TRADE HIGH SCHOOL
Worcester, Massachusetts

REGION 1

(2) BERT'S ARCO STATION
Wilmington, Delaware

*CENTRAL CITY GARAGE
Harrisburg, Pennsylvania

(2) D & Z ATLANTIC
Cornwells Heights, Pennsylvania

FRANK'S SUNOCO
Talleyville, Delaware

*SARANDREA'S ESSO SERVICENTER
Cornwells Heights, Pennsylvania

REGION 2

B & G AUTO SERVICE
Arlington, Virginia

BETZ GARAGE
Baltimore, Maryland

GARLICK'S GARAGE
Roanoke, Virginia

*LIPPY'S AUTO SERVICE
Richmond, Virginia

*SOUTHSIDE GARAGE
Winston Salem, North Carolina

REGION 3

CHUCK'S SUPER SERVICE
Orlando, Florida

*DUNEDIN GARAGE
Dunedin, Florida

(3) HAGAN SERVICE CENTER
Gainesville, Georgia

REGION 4

LEXINGTON BRAKE
Lexington, Kentucky

WHEEL & AXLE SERVICE
Lexington, Kentucky

REGION 5

(2) ADE & BOB'S MUFFLER & BRAKE CENTER
St. Paul, Minnesota

CEDAR RAPIDS AUTO SERVICE
Cedar Rapids, Iowa

JOE'S AUTO SERVICE
Appleton, Wisconsin

ROEHLS BEE LINE BRAKE & ALIGN
Appleton, Wisconsin

REGION 6

ADAMS MOTOR SERVICE
St. Charles, Missouri

*ATWELL AUTO REPAIR
St. Louis, Missouri

AUTO HOSPITAL
Lincoln, Nebraska

(3) DICK JORDAN'S STANDARD SERVICE STATION
Clayton, Missouri

(2) TIM'S IMPORT SALES & SERVICE
Hutchinson, Kansas

REGION 8

*ALPINE AUTOMOTIVE SERVICE
Lakewood, Colorado

(2) BOBBITT'S CAR CLINIC
Colorado Springs, Colorado

REGION 9

BOB'S AUTO CLINIC
Sunnyside, Washington

*DOYLE AUTOMOTIVE SERVICE
Seattle, Washington

*FOSTER'S SERVICE CORPORATION
Seattle, Washington

*SHARP'S AUTOMOTIVE
Seattle, Washington

STOP & GO BRAKE & WHEEL SERVICE
Portland, Oregon

*SUBURBAN AUTOMOTIVE
Lynwood, Washington

REGION 9A

BAUGHMAN & TURNER
Fullerton, California

ERNIE'S AUTOMOTIVE SERVICE
Temple City, California

HAMMER AUTOMOTIVE & TRANSMISSION
Corona, California

(3) ISE AUTOMOTIVE SERVICE
Hollywood, California

LEE RANDALL & SON
San Diego, California

(2) SAM'S WHEEL & BRAKE SERVICE
Santa Monica, California

SMITH BROTHERS BRAKE & WHEEL SERVICE
Tujunga, California

WILKERSON BROTHERS SERVICE STATION
San Francisco, California

HIGHLY ACTIVE PRP SHOPS

As in the previous issues of the PRP News, we will reserve this space to publish photographs and brief descriptions of our very active program participants. Only one shop sent us a photograph this month.

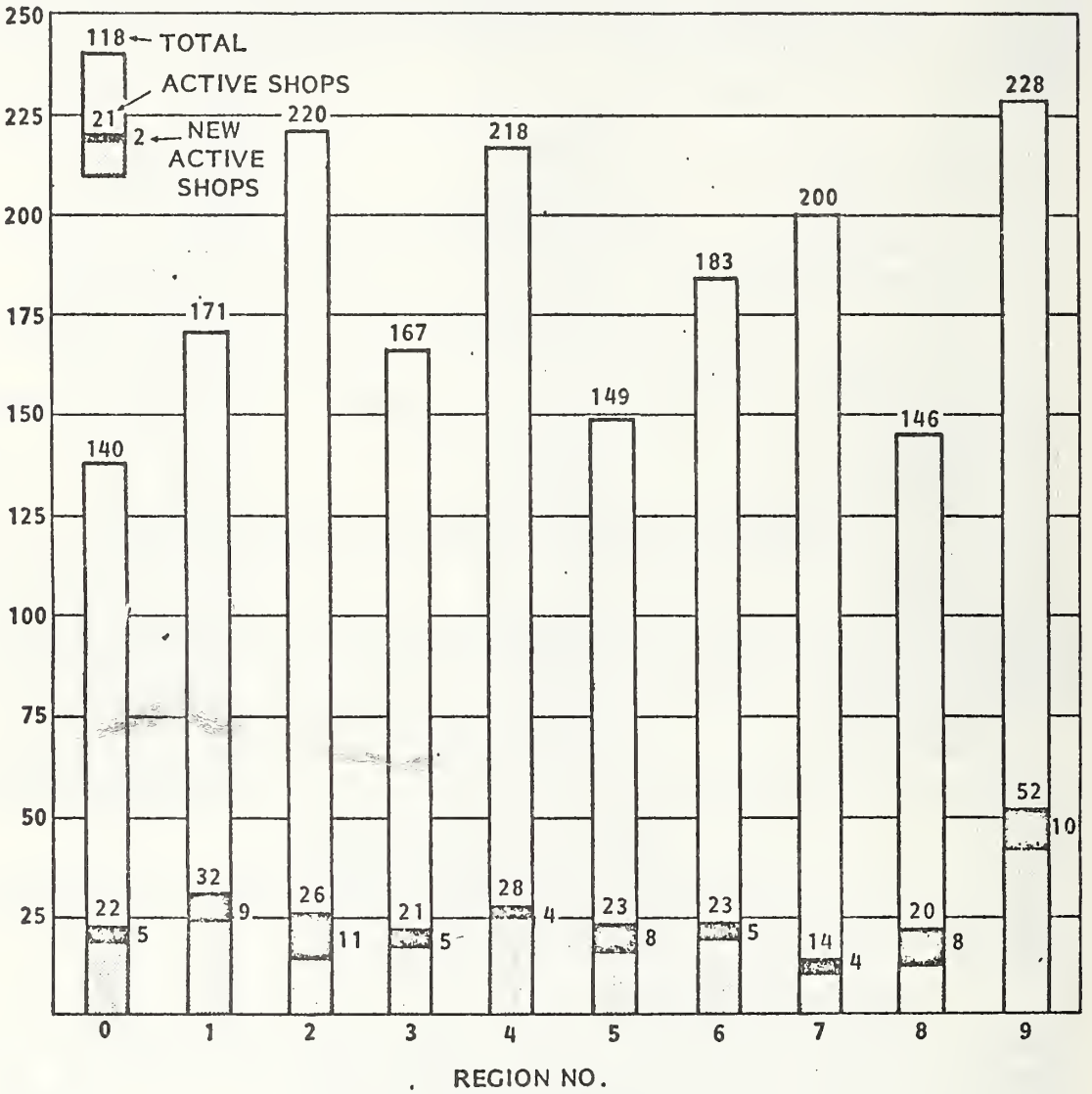
ADAMS MOTOR SERVICE
St. Charles, Missouri

Our PRP team members are (left to right) Stanley Adams (owner), Melvin Ruhr (mechanic), and James Norton (mechanic). Ruth Adams (secretary and bookkeeper) is missing from the photograph. Stanley Adams has been in the vehicle service business since 1948 and established his present location in 1963. Stanley is NIASE certified in four categories. In the period 1 July 1974 through 30 June 1975, ADAMS MOTOR SERVICE contributed 12 failed parts to the PRP.

CURRENT PRP PARTICIPATION

e graph below identifies the number of active shops within each Region. Sixty-nine shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(AS OF 31 DECEMBER 1975)



	0	1	2	3	4	5	6	7	8	9
STATES	CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
	ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
	MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
	NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
	RI		VA	TN		SD			NM	WA
	VT		WV			WI			UT	
	PR								WY	
	VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have questions which need answers, or would like to pass on comments please call us collect. Place your call to Bruce Beddow or Guy Whiddon at (703) 527-4500. We are on Eastern Daylight Savings Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow □

NATIONAL PARTS RETURN PROGRAM
DESCRIPTION AND FUNCTION

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).

- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under the authority of National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way □

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 5 November 1975

CASE OF THE MONTH

ALLEGED REAR WHEEL BEARING FAILURE ON 1963-1974 CHEVROLET CORVETTE (CASE NO. C5-01)

This case was opened as a result of a consumer complaint on a 1971 Chevrolet Corvette alleging rear wheel bearing failure. An investigation was initiated to determine whether the alleged failure and its consequences represented a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

The rear wheel bearings (inner and outer) are part of the rear spindle and support in the Corvette independent three-link type rear suspension. Exploded and cross-sectional views of this rear spindle are shown in Figure 1. The wheel spindle and support assembly support the wheel assembly and permit rotation of the wheel with a minimum of friction. The assembly consists of spacer separated, tapered roller bearings which require precise end play adjustments and a specific high load capacity wheel bearing grease.

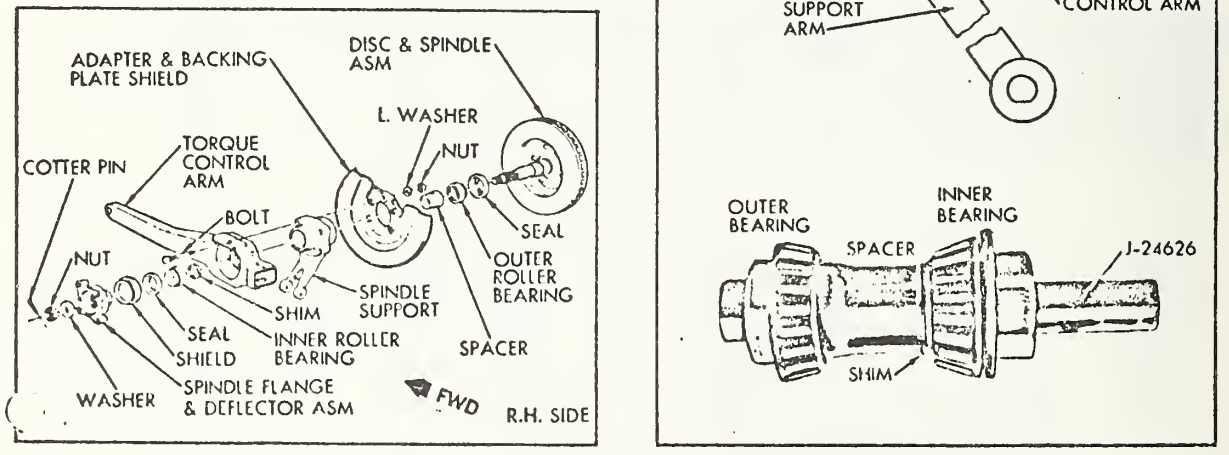


FIGURE 1 EXPLODED AND CROSS-SECTIONAL VIEW OF REAR SPINDLE

Loss of lubricant in the bearing results in increased friction between the rollers and races. The rollers or races may spall and become rough. Increased friction resulting from dry or spalled rollers and races may become sufficiently great to destroy the bearing surfaces and lead to progressive grinding up of the bearing, or binding or seizure.

Failure of the bearing may be accompanied by squeaking, grinding or howling noises along with a sensation of rear end sway. Also reported in connection with spindle bearing failure have been owner sensations of hot dragging brakes and excessive rear wheel camber.

Failure of the bearing has been reported to result in seizure and possible locking of the spindle to the housing with consequent deformation or breakage of some drive train or suspension components and potential problems of vehicle controllability.

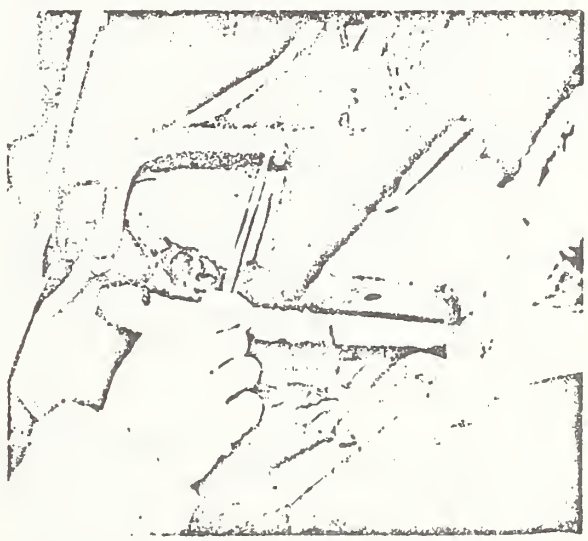
We have received a failed rear wheel bearing assembly of a 1968 Corvette from one of the PRP team members, CAMBRIDGE BRAKE SERVICE, Cambridge, Massachusetts.

If any of our other PRP team members have experienced this problem or know of someone who has, we would like to know about it.

SEVERED FUEL LINE—1976 CAMARO

The PRP was notified by Mr. John Clark of PIONEER MOBIL STATION in Springfield, Virginia, that he was going to splice a fuel line that had been severed by an obstruction in the roadway. The PRP was interested in determining how this accident occurred and arranged with the owner of the vehicle to have several photographs taken. The photograph below shows the section of the fuel line that was replaced with a flexible hose (looking in the photograph from front to the rear of the vehicle). This fuel line on a 1976 Chevrolet Camaro was severed upon striking a manhole cover that had not been fully placed in the correct position on the roadway.

The location of the impact on the fuel line is just to the rear of the door and where the fuel line crosses from the main frame member to the outside panel. This particular vehicle had a full tank of gas upon impact with the manhole cover but due to the rear spout of the severed section being pinched, very little gas leaked to the road surface.



SEVERED FUEL LINE - 1976 CAMARO

We would like to know if any of our other PRP members have experienced similar situations with severed fuel lines.

ITEMS OF INTEREST

- The PRP received a letter from Mr. Louis Yaman of YAMAN'S TRANSMISSION SERVICE in Cortland, New York, in reference to Case No. C4-07 (Alleged Hood Latch Failures on 1970-71 Ford and Mercury Full Size Vehicles — September issue of PRP News). Mr. Yaman stated that many vehicles come into his shop with the hoods nearly impossible to open. Mr. Yaman attributes the majority of these failures to a lack of lubrication.

- Mr. D. Foran of TIM'S IMPORT SALES & SERVICE in Hutchinson, Kansas, reports finding many problems with the brake proportioning valve on import vehicles, especially the Renault R-10. He suggests that the use of a correct size brake shoe in relation to the vehicle's weight and size might eliminate the problem. Mr. Foran also reports that the Bosch fuel injectors available in his geographic location are rebuilt items sold only on an exchange basis. During the month of October he expected to replace six of these injectors.

- Mr. Paul C. Lovely of PAUL'S GARAGE in Dayton, Ohio, has sent in several suggestions for PRP operational improvements. First, he suggests filing the Newsletter in three-ring loose-leaf notebooks for easy reference and access. Second, he recommends establishing a reference file for vehicle make/model/year with a brief statement of suspect components for each vehicle. Mr. Lovely suggests this might be accomplished by use of a sticky label on the Newsletter containing the information that, when removed, could be attached to the appropriate vehicle card in the reference file. Finally, Mr. Lovely suggests initiating a means by which the shops can report the defective replacement parts they purchase.

  We agree with Mr. Lovely's suggestions. We hope the Newsletter creates sufficient interest on the part of our members that they would want to keep it handy as a reference. As to the file for suspect components and the make/model/year of applicable vehicle, we thought the document "Defect Investigatory Cases Report," which will be sent to you each quarter, could meet this reference file suggestion. This report identifies each case by Case No., manufacturer, make/model/year, suspect component, and alleged failure description. In reply to Mr. Lovely's last suggestion, we encourage all our PRP members to report to the PRP problems with replacement parts (article in October issue of PRP News). Mr. Lovely also suggests a quarterly reporting form to be supplied by the PRP to all the PRP members. We think this suggestion is a good idea and we will study the problem to determine the best approach.

- There is a new telephone number for our Region 5 Representative, Collin Strange. The new number is (414) 468-8370.

- One of our PRP team members sent in a brake master cylinder during this month. The tag became separated from the component and it was not in a mailbag. We have no way of identifying the active shop. If you sent in this part please let us know.

OUTSTANDING SHOPS

Our outstanding shops are those shops which have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. The number identifies the number of consecutive months the shop has sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During November, 16 shops became active participants in the PRP, and at this time 10 shops have sent in failed parts in consecutive months.

The outstanding shops for November are:

REGION 0

(3)HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

*TUCK'S SERVICE CENTER, INC.
Hudson, Massachusetts

REGION 1

*BERT'S ARCO STATION
Wilmington, Delaware

*BRUCE'S AUTO REPAIR
Northfield, New Jersey

D & Z ATLANTIC
Cornwells Heights, Pennsylvania

FERINO BROTHERS EXXON
Feasterville, Pennsylvania

*FLETCHER MOTORS
Ambler, Pennsylvania

(2)IDEAL GARAGE
Fords, New Jersey

(2)KOLESNIK'S SERVICE STATION
Rochester, New York

(2)VINS MOTOR SERVICE CORP.
Brooklyn, New York

*YOUNGWOOD ESSO
Youngwood, Pennsylvania

REGION 2

*ACREDALE AUTO SERVICE, INC.
Virginia Beach, Virginia

*PIONEER MOBIL STATION
Springfield, Virginia

PRESTON'S GULF SERVICE
Richmond, Virginia

REGION 2A

(2)BEREA AUTO SERVICE
Greenville, South Carolina

REGION 3

(2)HAGAN SERVICE CENTER
Gainsville, Georgia

*POST STREET GARAGE, INC.
Jacksonville, Florida

PRANGE BRAKE & WHEEL
Orlando, Florida

REGION 4

*FATHER & SON GARAGE
Detroit, Michigan

*GLEN PERRY GARAGE
Indianapolis, Indiana

K & H TOTAL SERVICE
Ypsilanti, Michigan

(2)SAFETY FIRST ALIGNMENT & BRAKE
Indianapolis, Indiana

REGION 5

ADE & BOB MUFFLER & BRAKE CENTER
St. Paul, Minnesota

*BELOIT FRAME & AXLE CO.
Beloit, Wisconsin

BLUEMOUND AUTOMOTIVE SERVICE
Wauwatosa, Wisconsin

REGION 6

(2)DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

*LINCOLN SAFETY SERVICE
Lincoln, Nebraska

(2)MCLAIN'S AUTO REPAIR
St. Louis, Missouri

TIM'S IMPORT SALES & SERVICE
Hutchinson, Kansas

REGION 7

*J & G AUTO CLINIC
Lake Charles, Louisiana

REGION 8

*BOBBITT'S CAR CLINIC
Colorado Springs, Colorado

*DAN'S AUTO SERVICE
Colorado Springs, Colorado

REGION 9A

(2)ISE AUTOMOTIVE SERVICE
Hollywood, California

KALLEN'S GARAGE
Van Nuys, California

*MIDAS MUFFLER SHOPS
Bakersfield, California

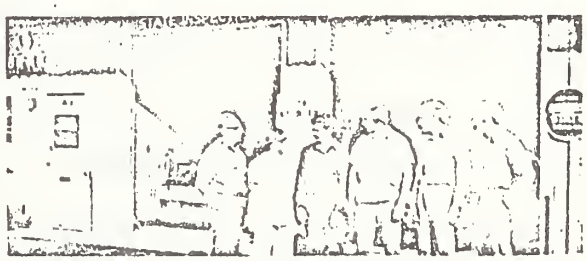
SAM'S WHEEL & BRAKE SERVICE
Santa Monica, California

HIGHLY ACTIVE PRP SHOPS

In our October issue of the PRP News we highlighted our team members who over the past 12 months had contributed over 20 failed parts to the PRP and had received an award from the NHTSA Administrator. (Three shops that received the award have not sent in photographs as yet.) In the PRP we have many more shops that have contributed over 10 parts and we would like to present a couple of these shops to you now.

AUTO BRAKE CORPORATION
Norfolk, Virginia

Our PRP team members are (left to right) George Casper (owner), Hattie Neal Casper (secretary-treasurer), Craig Casper (shop foreman), David Rannigan, Gordon Rannigan, and Gary Rannigan (mechanics). George Casper has been performing Virginia state inspections on motor vehicles since 1945 and started his present business in 1960. AUTO BRAKE CORPORATION performs general repair work and they have contributed 12 failed parts to the PRP during the period 1 July 1974 through 30 June 1975.



D & Z ATLANTIC
Cornwells Heights, Pennsylvania

Our PRP team members are (left to right) Sigmund and Dennis Ziemba. Ziggy has 30 years experience in the automotive repair business while Denny has 12 years experience. D & Z ATLANTIC has been operating since 1950 and specializes in electronic tune-ups, exhaust emissions analysis and repair, and general automotive repairs. They are also a state inspection station, and they have contributed 14 failed parts to the PRP during the period 1 July 1974 through 30 June 1975.

WANTED

FAILED BRAKE SYSTEM COMPONENTS

THE PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED BRAKE SYSTEM COMPONENTS THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

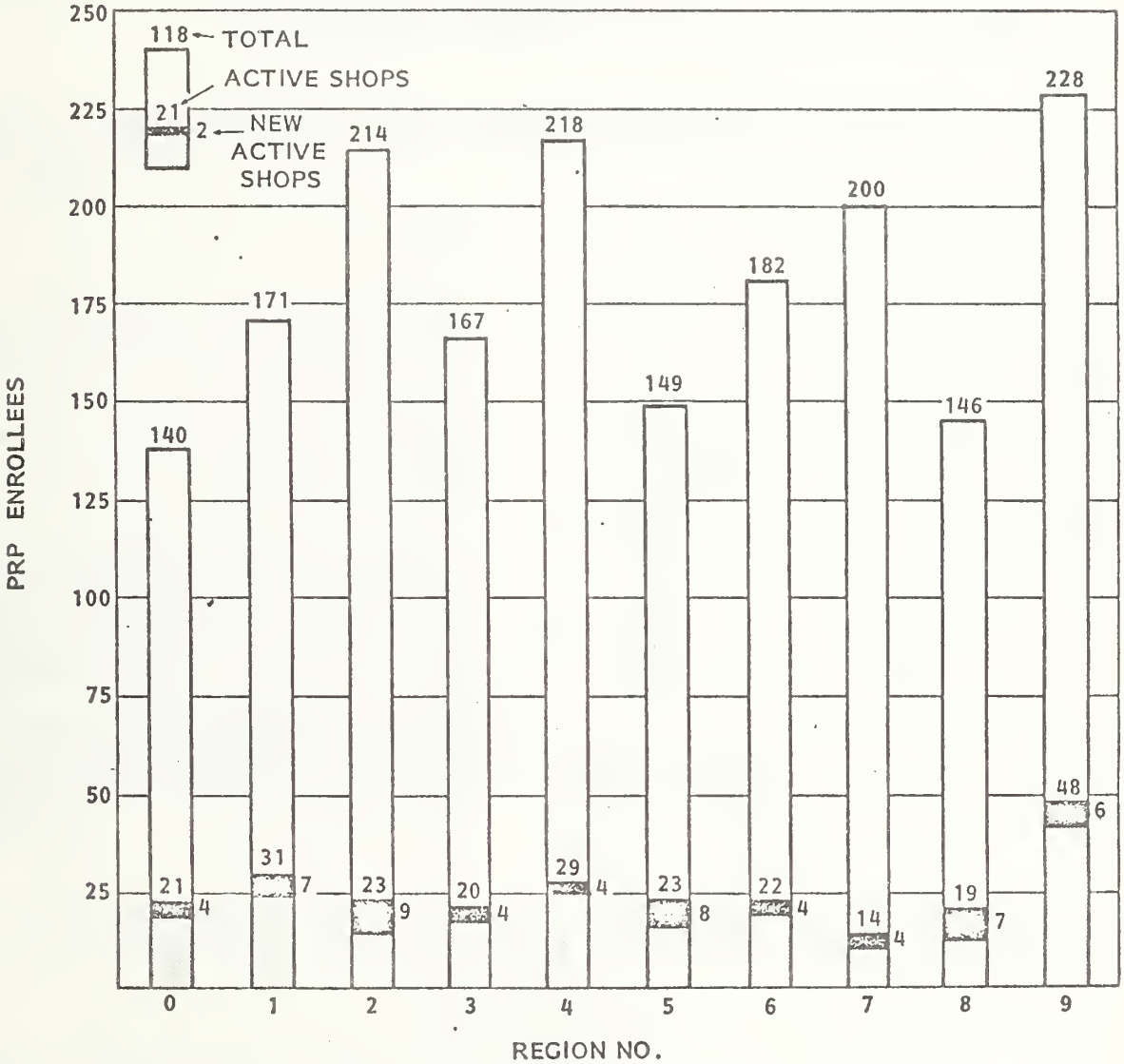
THANKS!

4-54

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Fifty-seven shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(AS OF 30 NOVEMBER, 1975)



STATES

CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
RI		VA	TN		SD			NM	WA
VT		WV			WI			UT	
PR								WY	
VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have questions which need answers, or would like to pass on comments please call us collect. Place your call to Bruce Beddow or Guy Whiddon at (703) 527-4500.

GM RECALLS TRUCKS, AVOIDING NEW TRIAL ON WHEEL SAFETY

The U.S. Department of Transportation announced on November 6, 1975, that the Federal Government and General Motors Corporation have settled the long-standing Kelsey-Hayes wheel case.

Under terms of the settlement, and with the consent of the U.S. District Court for the District of Columbia, General Motors has agreed to recall and replace, free of charge, all 15 x 5.50 Kelsey Hayes three-piece disc wheels installed on approximately 200,000 3/4-ton 1960-65 model year Chevrolet and GMC trucks. The wheels were manufactured by the Kelsey-Hayes Corporation of Romulus, Michigan, and then sold to GM.

Under the settlement, the case will continue, but only on the government's claim for a civil penalty against GM.

This case was initiated in late 1970 by the department's National Highway Traffic Safety Administration (NHTSA) when it determined that 1960-65 3/4-ton Chevrolet and GMC trucks, when equipped with these wheels, contain a safety-related defect.

The NHTSA Administrator found that the wheels in question are subject to failure without warning by fracturing and breaking while the truck is in motion. When failure occurs, the driver may suffer immediate loss of air pressure from the tire, the tire may come off the wheel, the driver may lose control of the truck, and the truck may even turn over.

On November 4, 1970, the NHTSA Administr determined that the wheel failures constitute an unreasonable risk of personal injury and property damage, and he ordered General Motors to issue defect notifications to the owners of the trucks.

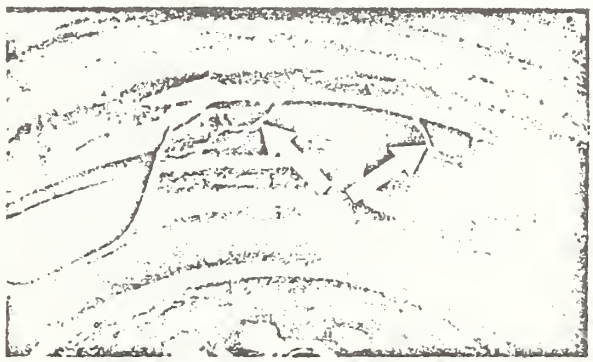
General Motors initially refused to issue the notification, and was contesting the Administrator's order in court. However, the corporation has now agreed to recall the trucks under this settlement.

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

NEMS
PARTS RETURN PROGRAM
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
CONTRACT NO. DOT-HS-5-01166
Vol. 1, No. 4 October 1975

TOYOTA WHEEL

Ron Wolf of RON'S AUTOMOTIVE REPAIRS in Fresno, California, sent to the PRP the wheel pictured below. Ron reported that during a routine check-up of a 1970 Toyota Crown Station Wagon his customer complained about a cracking noise heard each time he made a right turn. Ron pulled the right front wheel and inspected it. He found cracks on the leading and trailing edges of three of the four spokes at the location of the joint. The photograph below highlights the cracks found on one of these spokes. Not satisfied with only inspecting one wheel, Ron proceeded to pull and inspect each of the other three wheels. He found that two more had similar cracks. The spare wheel was checked and found to be all right. (Of the four wheels in contact with the road surface, three wheels had severe cracks in more than one location.)



Right Front Wheel -
1970 Toyota Crown Station Wagon

The vehicle's mileage at the time this potential hazard was uncovered was reported at 54,000 miles. Ron Wolf also reported that these wheels were original equipment. The identification number of the wheels shown in the photograph is TOPY 6-69 Jx14S-3. These 14" wheels could also be used on Toyota pick-up trucks, but normally only 12" and 13" wheels are used on Toyotas other than the Crown model.

If any of you have information relative to these wheels, please let us know about it.

NO-RETURN PARTS

During this past month we have had several inquiries from our team members concerning problems with faulty replacement or aftermarket parts. Questions have come about from the shop's receipt of failed parts which must be returned to the parts dealer or manufacturer to receive credit.

In cases such as these we encourage our team members to report to us in writing. Drop us a line or simply fill out a failed part tag and send it along with the other failed parts which you submit to the P. If you use the failed part tag approach please indicate on the tag that the part is not available as it was returned for credit.

In many cases this type of information can be as valuable as receiving the part.

SIGNIFICANT CASES INVESTIGATED DURING 1974

A recent report to the Congress of the United States in September 1975 by President Ford contained briefs of cases investigated by the Office of Defects Investigation, NHTSA, during the calendar year 1974. One such brief is presented below for your review. This text was taken in total from "A Report on Activities Under the National Traffic and Motor Vehicle Safety Act of 1966 and the Motor Vehicle Information and Cost Saving Act of 1972," U.S. Department of Transportation Document No. DOT-HS-801-700, page 36.

BUICK AND CADILLAC ENGINE MOUNT FAILURE

Investigation of alleged engine mount failures and resultant throttle jamming led to the conclusion that the failure of these components constituted a safety defect. Vehicle tests demonstrated that, when engine mounts fail under certain conditions, the vehicle throttle control could become jammed in the open position, causing the driver to lose control of his vehicle. At the conclusion of this investigation, an initial defect determination was sent to General Motors, in accordance with Section 113 (e) (2) — now Section 152(a) (2) — of the National Highway Traffic and Motor Vehicle Safety Act of 1966. At a formal Section 113 (152) Public Proceeding, the manufacturer presented his view that the alleged defect did not affect motor vehicle safety. Legal proceedings are being initiated.

TIRE RESPONSES

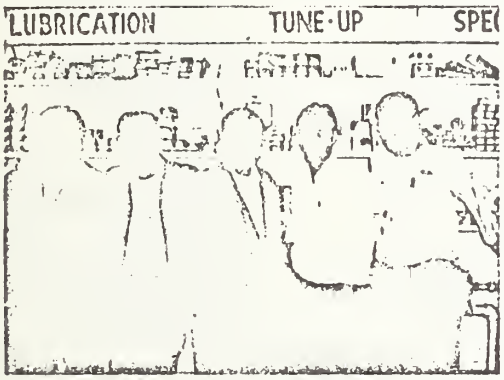
We have received information from two team members concerning conditions with radial tires (steel and fabric belted).

Chuck Kopache of K&S WHEEL ALIGNMENT SERVICE in Waterloo, Iowa, reports several of these conditions: (1) Vehicle ill handling which may be caused by belts being off center or smaller in diameter on one side or the other; (2) wobble and/or vibration — in some cases a condition traced to radial tires with irregular belts; and (3) tread and/or cord separation — which may result in tire failure while the vehicle is in motion. Chuck reports that a solution for the first condition is switching and rotating tires until you have minimized the "lead or pull" effect. For the other conditions he indicates that a replacement of tires is necessary.

Jim Sebastian of ALINE RITE AUTO SERVICE in St. Louis, Missouri, has also reported the "lead and pull" condition among radial tires. Jim's solution is switching and rotating tires until a combination has been found that minimizes this abnormal handling effect. Jim also reported two instance of bead failure when mounting steel radials onto rims. The tires had 10 to 15 pounds of air at the time of failure. Jim reports he was using a mounting "doughnut" and bead lubricant. He also has indicated that other shops have experienced the same kinds of problems.

ABOUT OUR SPECIAL SHOPS

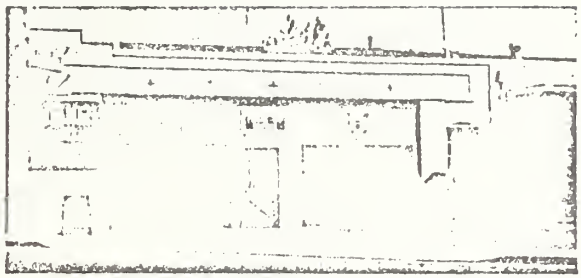
As reported in our September issue, six of our PRP Team Members received special awards from Dr. J. B. Gregory, the Administrator of the National Highway Traffic Safety Administration. We cannot say enough about these shops and their voluntary support of this public safety program. We would like to introduce these shops and the individuals who give of their time in support of the PRP. They are presented in alphabetical order.



DICK JORDAN'S STANDARD SERVICE
Clayton, Missouri

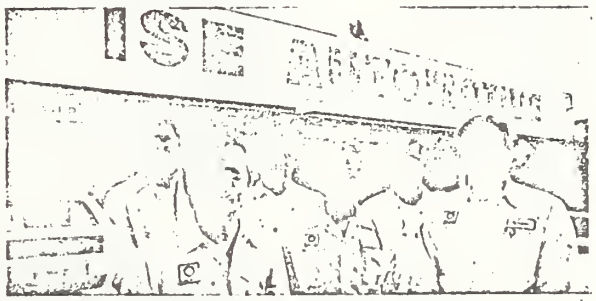
Our team members pictured here, left to right, are Virgil Jones, Floyd Garner, Dick Jordan, Jeff Jordan, and Gregg Alexander (not present are Everett Goad and Noah Wimberly). Virgil Jones, our PRP Representative at Dick Jardan's, has done an outstanding jab. Dick Jordan has 26 years experience in the automotive repair business and he has been at his present location for four years.

Three other team members received the NHTSA Administrator's award but we did not receive their photographs in time for this issue. When we receive their photographs we will print their picture in the following PRP News issue. Thanks again to these outstanding shops.



DUANE'S TUNEUP CLINIC
Manteca, California

We do not have photographs of Duane Ploehn (owner and operator) or his employee, Myron Stogsdill, at this time; however, Duane tells us his business commenced operation 1 May 1963. Duane specializes in tune-up work, brake, and front end repairs. Duane Ploehn has 25 years of experience in the automotive repair business, seven of which were spent as a service manager for automobile dealers. Myron Stogsdill has been with Duane for over three years.



ISE AUTOMOTIVE SERVICE
Hollywood, California

Our team members, front row left to right, Ise Kuromi (owner and operator), Timothy Clay, Conrad Halvorsen, back row left to right, Nelson Shifrin, Albert Del Gesso, and Frank Hawakami (manager). Not pictured are Mike Novikoff and Kriss Romeyn (secretary). Conrad Halvorsen is our PRP Representative at Ise Automative. Again, an outstanding job has been performed by one who believes in safety on aur highways. Ise Kuromi has been in business since 1947 and built his present facility in 1964.

OUTSTANDING SHOPS

Our outstanding shops are those shops which send in to the PRP at least one part during the current month. A shop who sends in parts in consecutive months is identified by a number in parenthesis before his name. The number identifies the number of months the shop has consecutively sent in a part. New shops which have just become active in the PRP are identified with an asterisk before their name. During October, 19 shops became active participants in the PRP. Three shops have sent in parts in consecutive months. The PRP's best month yet.

The outstanding shops for October are:

REGION 0

*GILDDEN AUTO SERVICE
Nashua, New Hampshire

(2)HARRY'S AUTO SERVICE
Great Barrington, Massachusetts

REGION 1

BELMONT GARAGE
Langhorne, Pennsylvania

BRAKE-O-RAMA, INC.
Lodi, New Jersey

IDEAL GARAGE
Fords, New Jersey

KOLESNIK'S SERVICE STATION
Rochester, New York

*NACE BROTHERS ALIGNMENT & BRAKE SERVICE
Latrobe, Pennsylvania

VINS MOTOR SERVICE CORP.
Brooklyn, New York

*W. T. GRANT CO.
Williamsport, Pennsylvania

REGION 2

*B & G AUTO SERVICE
Arlington, Virginia

(2)MIKE'S SERVICE CENTER, INC.
Winchester, Virginia

REGION 2A

BEREA AUTO SERVICE
Greenville, South Carolina

*CHANEY'S GARAGE
Union, South Carolina

(2)GARLICK'S GARAGE
Roanoke, Virginia

REGION 3

*EDDIE'S GARAGE
Nashville, Tennessee

ED'S AUTOMOTIVE CENTER
Miami, Florida

HAGAN SERVICE CENTER
Gainsville, Georgia

REGION 4

DOYLE'S SERVICE
Massillon, Ohio

LOUISVILLE AUTO
Louisville, Kentucky

SAFETY FIRST ALIGNMENT & BRAKE
Indianapolis, Indiana

REGION 5

DAY-NITE AUTO STATION
Kaukauna, Wisconsin

*GIL'S AUTOMOTIVE SERVICE
Sioux City, Iowa

*HUNNICUTT'S STANDARD SERVICE STATION
Racine, Wisconsin

JOE'S AUTO SERVICE
Appleton, Wisconsin

*JOHNSON'S SPECIALIZED SERVICE
Appleton, Wisconsin

*K&S WHEEL ALIGNMENT SERVICE
Waterloo, Iowa

*TRIANGLE AUTO SERVICE
Milwaukee, Wisconsin

REGION 6

BILL NOBLE'S BRAKE SERVICE
Pine Lawn, Missouri

*B&L AUTO SERVICE
Beloit, Kansas

DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri

*J. GARTNER AUTO SERVICE
Chicago, Illinois

MCLAIN'S AUTO REPAIR
St. Louis, Missouri

PARK AUTO REPAIR
Chicago, Illinois

*STEELE AUTOMOTIVE SERVICE
Topeka, Kansas

STONER'S TRIANGLE AUTO SERVICE
Rockford, Illinois

REGION 8

*MR. BRAKE
Salt Lake City, Utah

REGION 9

*MAYER AUTO SERVICE
Marysville, Washington

*RIVIERA ARCO
Eugene, Oregon

REGION 9A

*A&E AUTOMOTIVE SERVICE
Fresno, California

*BAUGHMAN & TURNER
Fullerton, California

ISE AUTOMOTIVE SERVICE
Hollywood, California

ITEMS OF INTEREST

- We thought of publishing a Directory of shop names, addresses, principal PRP person to contact at each shop, and telephone numbers. This Directory would contain the names of all shops that have sent in a part to the PRP since 1 July 1974. We have had several requests for a Directory of this type from national associations. If you have a comment either for or against, drop us a note with your next failed part.

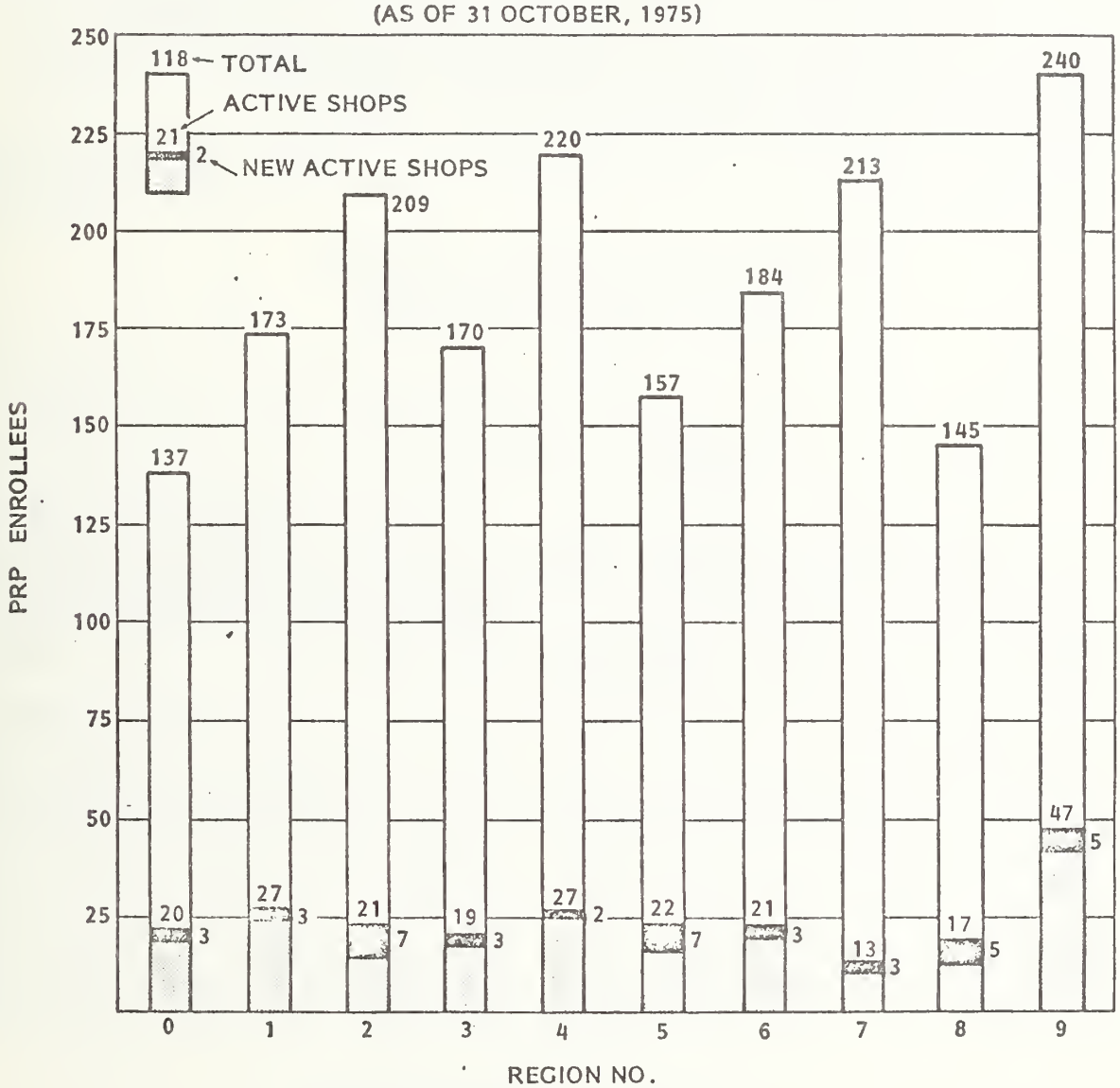
- Our recovery of PRP mailbags that have either General Environment's or Inland Testing's address has not been a huge success. We estimate that close to 3000 of these mailbags are still in the hands of our team members. If you have any of these mailbags, please drop them in the mail — preferably with a failed part. They will be forwarded to us by the U.S. Postal Service.

- We have been in touch with the National Association of Trade and Technical Schools headquartered here in Washington, D.C., to see if there is some interest on the part of their member schools in hearing about or participating in our program. The response so far has been very positive. If you have a trade or technical school in your area that you think might be interested in learning about the Parts Return Program and its objectives, send us the name and address.

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Forty-one shops have joined our active team and sent in a part. That's great news — keep up the good work. We still need many more shops on our active team and a lot more parts.

(AS OF 31 OCTOBER, 1975)



STATES	CT	DE	DC	AL	IN	IA	IL	AR	AZ	AK
	ME	NJ	MD	FL	KY	MN	KS	LA	CO	CA
	MA	NY	NC	GA	MI	MT	MO	OK	ID	HI
	NH	PA	SC	MS	OH	ND	NE	TX	NV	OR
	RI		VA	TN		SD			NM	WA
	VT		WV			WI			UT	
	PR								WY	
	VI									

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have questions which need answers, or would like to pass on comments please call us collect. Place your call to Bruce Beddow ar Guy Whiddon at (703) 527-4500. We are on Eastern Daylight Savings Time and are normally available Manday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow □

NATIONAL PARTS RETURN PROGRAM DESCRIPTION AND FUNCTION

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Companents are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).

- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Mator Vehicle Safety Act of 1966, and Amendments to the Act in 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way □

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

NEMS PARTS RETURN PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 3 September 1975

CASE OF THE MONTH

ALLEGED HOOD LATCH FAILURES ON 1970-71 FORD AND MERCURY FULL SIZE VEHICLES (CASE NO. C4-07)

This case was opened as a result of consumer letters alleging that the hoods of the subject vehicles would fly open while the vehicles were in motion. Difficulty in closing the hood properly has also been alleged. An investigation was initiated to determine whether the alleged hazard is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

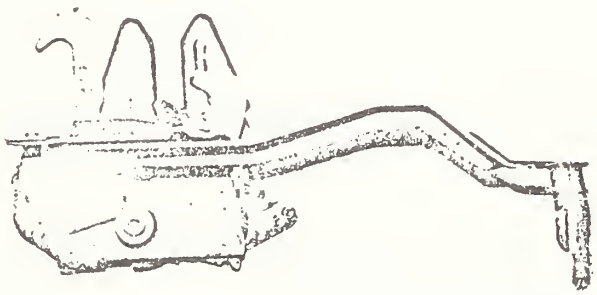


Figure 1 Typical Ford-Mercury Hood Latch

The hood latch system (see Figure 1) consists of two hooks located on the upper grill area of the vehicle. These hooks engage the front of the hood to retain it in a closed position. The primary hook holds the hood in a secure position. The secondary hook is a backup system, designed to prevent the hood from opening in the event that the primary latch is not properly secured. The primary and/or secondary hood latch may fail to properly engage. If the latch is not positioned properly in the latch hole, it will not function.

The NHTSA's concern is whether, in the event of a hood latch failure on a moving vehicle, the wind will create sufficient force to bend the hood and cowling, break the windshield, or block the driver's forward vision, partially or completely.

If any of our PRP team members have experienced this problem or know of someone who has, we would like to know about it □

ACTIVE CASE PARTS RECEIVED

Failed parts have been received recently from our PRP team members which may support several of our active cases. Three carburetor floats reported to have caused engine flooding due to loss of float buoyancy were received from ACCURATE AUTOMOTIVE ATTENTION, Yuma, Arizona; GARLICK'S GARAGE, Roanoke, Virginia; and TRAFFIC SAFETY RESEARCH CORPORATION, Palo Alto, California. These carburetor floats, which may support Case C4-44, were removed from a 1964 Pontiac and two 1969 Chevrolets. One master brake cylinder reported to have failed due to corrosion was removed from a 1970 Falcon. It was sent to the PRP by the AUTO HOSPITAL in Lincoln, Nebraska. This brake master cylinder may support Case C2-53 □

DATSUN FUEL TANK FILLER - NECKS CRACKED

The PRP has received four cracked fuel tank filler necks from Datsun vehicles. In each case the involved vehicle model is the 1972 Datsun 240Z. Two of these failed part tags did not contain mileage at failure. The other two were 40,560 and 53,393. These failed parts were received from the EUROPEAN AUTOMOTIVE SHOP, Fresno, California (2 filler necks), MIDWAY AUTO SERVICE, Midway City, California, and ISE AUTOMOTIVE SERVICES, Hollywood, California. One of the failed filler necks is shown in photograph (notice the position of the crack). In each case the cracked hose reportedly resulted in fuel leakage. We want all our PRP team members to be on the look out for this potential problem □

Failed Fuel Filler Neck

CERTIFICATE OF PARTICIPATION

Any PRP team member who sends in at least one part receives a framed certificate for displaying where your customers can view it. This certificate highlights your shop as a contributor to improving safety on our highways. A reduced example of the certificate is below. The actual size is 8" x 10-1/2'

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CERTIFICATE OF PARTICIPATION

THIS IS TO CERTIFY THAT

Automotive Repair facilities

IS ACTIVELY PARTICIPATING TO IMPROVE
MOTOR VEHICLE SAFETY THROUGH COOPERATION IN THE

NATIONAL PARTS RETURN PROGRAM

FOR THE YEARS: 1975-1976

ISSUED BY:
PROGRAM MANAGER

CONTRACT NO. DOT-HS-5-01166

WANTED

FAILED BRAKE SYSTEM COMPONENTS

THE PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED BRAKE SYSTEM COMPONENTS THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

4-65

SHOPS RECEIVE SPECIAL AWARDS

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration, recently awarded a specially framed Certificate of Appreciation to six of our team members for their contribution to the PRP during the year ending 1 June 1975. Dr. Gregory also provided each of these shops with a related news release for their local newspapers. This annual award is given to those participants within the PRP who submit 20 or more failed parts over the period of one year. Of the almost 2000 current PRP enrollees, only these six shops qualified for the award this year. We congratulate these shops on their award and thank them for their voluntary support. The shops who received this special award were:

1. DICK JORDAN STANDARD SERVICE STATION, CLAYTON, MISSOURI
2. DUANE'S TUNEUP CLINIC, MANTECA, CALIFORNIA
3. HAGAN SERVICE CENTER, GAINESVILLE, GEORGIA
4. ISE AUTOMOTIVE SERVICE, HOLLYWOOD, CALIFORNIA
5. PARK AUTO REPAIR, CHICAGO, ILLINOIS
6. VANOWEN BRAKE AND WHEEL, N. HOLLYWOOD, CALIFORNIA

CORRECTIONS TO REGIONAL REPRESENTATIVES

Mr. Collin Strange has replaced Mr. Don Heimlick as our Region 5 Representative. Collin's telephone number is (414) 468-9460.

Ms. Jeanette Cason, our Region 6 Representative, has left the company. Jeanette's replacement has not been named. Region 6 shops can call collect to Region 2 if you have a question.

In Region 9 ask for Mr. John Hickey if Mike Botkin is not there. John can be reached on the same number.

Our Region 9A Representative, Ms. Virginia Gore's telephone number was misprinted. It should be (408) 243-4796 not 7496.

ITEMS OF INTEREST

Our Region 8 Representative, Sharon Chapman, suggests that our PRP team members might want to place or hang the Newsletter where your customers can get a chance to read or view it. Might stir some interest — good idea.

Tonilee Myre, our Region 2A Representative, reports that Mr. Brewer of SMITHS GARAGE in Winston-Salem, North Carolina, discusses the PRP in weekly meetings with his personnel. We need more interest like this.

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The outstanding shops for September are:

REGION 0

HARRY'S AUTO SERVICE
Great Barrington, Maine

REGION 1

*JOE JERGE'S GARAGE
Erie, Pennsylvania

REGION 2

*MIKE'S SERVICE CENTER, INC.
Winchester, Virginia

REGION 2A

*SMITH AUTO SERVICE, INC.
Richmond, Virginia

PRESTON'S GULF SERVICE
Richmond, Virginia

*GARLICK'S GARAGE
Roanoke, Virginia

*SUPERIOR WHEEL ALIGNMENT & BRAKE SERVICE
Charlotte, North Carolina

REGION 3

*BECKTON AUTO REPAIR
Savannah, Georgia

REGION 4

MOBILE BRAKE SERVICE
Columbus, Ohio

AKRON WHEEL ALIGNMENT
Akron, Ohio

REGION 7

*J. D. CARTER GARAGE
Abilene, Texas

REGION 8

DAVE KYLE'S GARAGE
Phoenix, Arizona

*MCMILLEN AUTO SERVICE
Roswell, New Mexico

*TERRY MOTOR CO.
Beaver, Utah

*MERRILL'S AUTOMOTIVE SERVICE
Salt Lake City, Utah

REGION 9

B&E AUTOMOTIVE
Tacoma, Washington

REGION 9A

CALIFORNIA STATE AUTOMOBILE ASSOCIATION
San Francisco, California

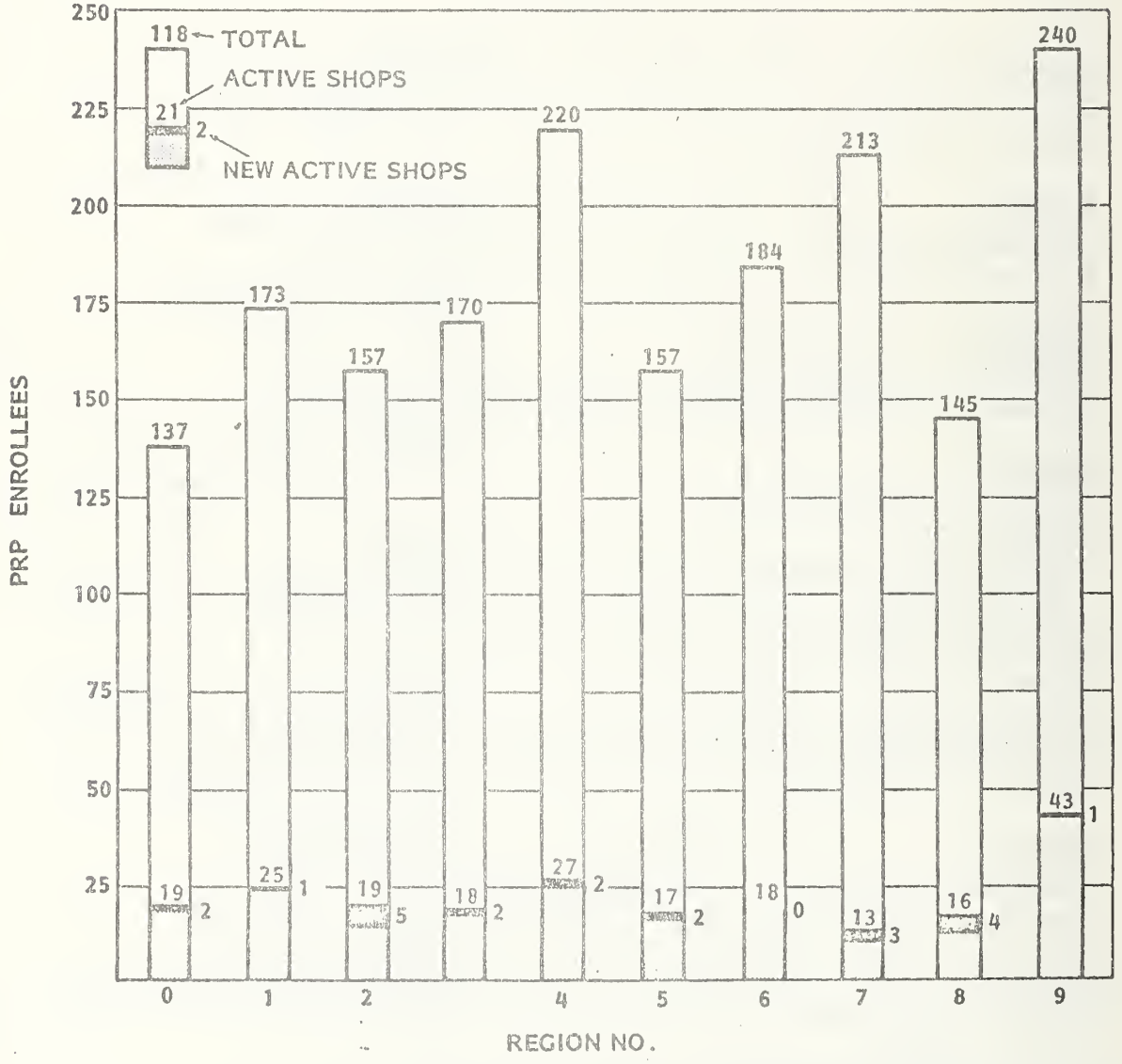
TRAFFIC SAFETY RESEARCH CORPORATION
Palo Alto, California

JERRY HALL TIRE SERVICE
Costa Mesa, California

EUROPEAN AUTOMOTIVE SHOP
Fresno, California

CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Twenty-two shops have joined our active team and sent in a part. That's great news — keep up the good work. We still need many more shops on our active team and a lot more parts □



TELEPHONE CALLS

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PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM NEWS

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 2 August 1975

CASE OF THE MONTH

REPORTED REAR WHEEL LOCK UP ON 1967-1972
PLYMOUTH VALIANT AND DODGE DART VEHICLES CASE NO. C4-09

This case was opened in August 1973, following receipt of consumer complaints and several other allegations that rear wheel lock-up was occurring in the subject vehicles when equipped with front disc brakes.

Vehicle owners have reported that in nonpanic stops from moderate speeds, the rear wheels lock and cause dangerous swerving of their cars. One report we received (reported in our July issue of the PRP News) said that the lock-up resulted in a serious accident. Replacement of brake proportioning valves and brake shoes by dealers, using original equipment, have not eliminated the alleged problem, according to consumers.

The proportioning valve, Figure 1, consists primarily of a spring, piston, and plunger housed in a cylinder and with two orifices, one inlet and one outlet. A cross sectional view of a proportioning valve is contained in Figure 2. The proportioning valve is situated in the hydraulic brake line between the master cylinder and the rear wheel cylinders. Its physical location is usually under the master cylinder attached to the fender splash shield or frame rail.

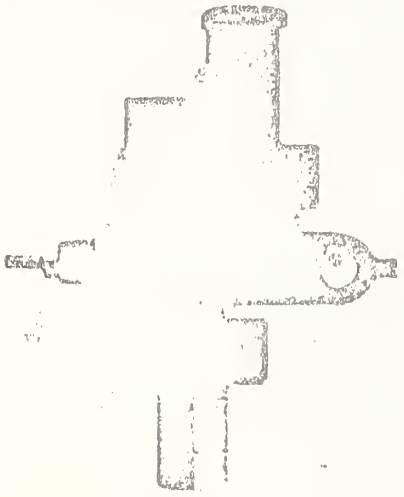

Figure 1
Photograph of proportioning valve

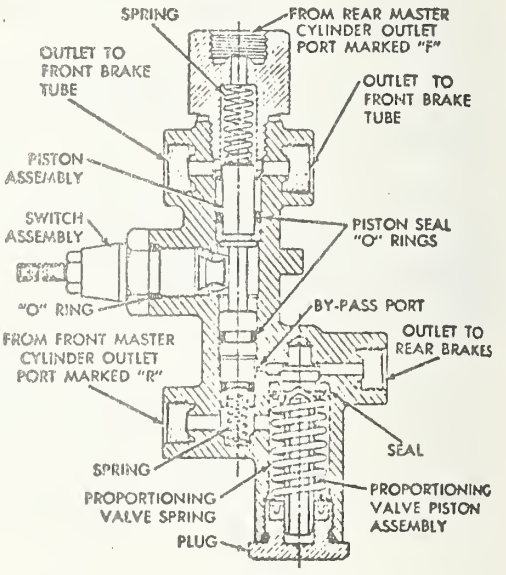

Figure 2
Combination brake warning switch and proportioning valve assembly (sectional)

CASE OF THE MONTH (Cont'd)

Because the front disc brakes require greater line pressure to apply the brake pads against the rotor (disc) than the rear brakes require to force the brake shoes against the drum it is necessary to control the hydraulic pressure received by each.

The braking force on the front and rear wheels has to be varied in order to obtain the maximum braking, i.e., stopping within the shortest distance. An effective method is the use of the brake proportioning valve. By sensing the master cylinder pressure it proportions the proper amount of pressure between the front and rear brakes, under various braking conditions.

One of our PRP team members, LEE RANDALL AND SON of San Diego, California, sent in a proportioning valve from a 1972 Dodge Dart that reportedly caused rear brake lock-up. If any of our PRP team members have information relative to this case, please forward it to the address printed on the back of this newsletter. Perhaps some of you have encountered this alleged problem and have suggestions as to the cause of rear wheel lock-up. If so, we would like to hear from you □

CASE NO. C4 - 07

REPORTED HOOD LATCH FAILURES ON 1970 AND 1971 FORD AND MERCURY FULL SIZE VEHICLES

This case was opened on 24 July 1973 as a result of consumer complaint letters received in the Office of Defects Investigation, NHTSA, alleging that the hoods of the subject vehicles would fly open while the vehicles were in motion. In addition, difficulty in closing the hood properly has also been reported.

This reported hood latch problem has been selected as our case of the month for the September Newsletter. Anyone having information relative to this case, please send it to U.S. Department of Transportation, c/o Kappa Systems, Inc., 15[illegible] Wilson Boulevard, Arlington, Virginia 2220[illegible] Attention: Mr. Bruce Beddow □

WE WANT FAILED TIRE INFORMATION

Many of our Team Members have asked our Regional Representatives if we were interested in failed tire information. The answer is yes. It is not necessary to send the tire to our facility. Just record the failure and tire identification information on the sidewalls of the tire on the failed part tag and drop it into a mailbag along with another part and mail.

The information which is important to us includes:

1. The tire identification number molded on the tire. As an example: CEJCVPI033.
2. Tire size. As an example: 825 x 14.
3. Construction type such as Bias, Belted, or Radial.
4. Construction material such as Nylon, Rayon, Fiberglass, Steelbelts, etc.
5. Ply rating such as 4 or 8, etc.
6. Tire name molded on sidewall such as "Allstate Crusader."
7. The owner's name and address.
8. Mileage at failure.
9. Failure description such as tread separation, ply separation, blowout, etc.

The information requested in 1-6 above can be obtained from the tire. Record this information on the back of your failed part tag. Record the owner's name on the lower portion of the back side of this tag. Be sure to record the mileage at failure and the failure description in the appropriate spot on the front of the tag □

OUTSTANDING SHOPS

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The outstanding shops for August are:

REGION 0

* BOTHEL'S GARAGE
Cape Elizabeth, Maine

BEN-SAL AUTO SERVICE CENTER, INC.
Hartford, Connecticut

REGION 1

WALT'S GARAGE
Kenmore, New York

SAFEWAY BRAKE & MUFFLER SHOP
Albany, New York

GORDIES AUTO SERVICE
West Chester, Pennsylvania

REGION 3

* PRANGE BRAKE & WHEEL ALIGNMENT
Orlando, Florida

ED'S AUTOMOTIVE CENTER
Miami, Florida

SUNRAY OIL & GAS #961-1507
Tampa, Florida

KELSO'S MOTOR TUNE-UP SERVICE
Oak Ridge, Tennessee

REGION 4

* LOTT'S REPAIR SERVICE
Lansing, Michigan

* PAUL'S GARAGE
Dayton, Ohio

REGION 5

* DAVE McMILLEN'S AUTO REPAIR SERVICE
Duluth, Minnesota

CEDAR RAPIDS AUTO SERVICE
Cedar Rapids, Iowa

REGION 6

CAPITAL AUTOMOTIVE
Lincoln, Nebraska

AUTO HOSPITAL
Lincoln, Nebraska

REGION 7

* GENERAL BRAKE SERVICE
New Orleans, Louisiana

* TOM'S SOUTHSIDE ALIGNMENT AND REPAIR
Arlington, Texas

REGION 8

A. & T. 66 SERVICE
Las Cruces, New Mexico

ACCURATE AUTOMOTIVE ATTENTION
Yuma, Arizona

REGION 9A

(2) VANOWEN BRAKE & WHEEL
North Hollywood, California

* WERK BROTHERS GARAGE
Pasadena, California

BIG BRAKE OF STOCKTON
Stockton, California

MICHAEL SCELZI GARAGE
Fresno, California

ISE AUTOMOTIVE SERVICE
Hollywood, California

REQUEST FOR OLD MAILBAGS

The continuing operation of the PRP depends, in a large part, on your returning the old mailbags (those that have as an address General Environment Corporation or Inland Laboratories) at the earliest possible time. If you still have some of these mailbags, we urgently request you drop them in the mail. This will be a major contribution towards keeping this worthwhile public safety program in high gear □

CURRENT PRP PARTICIPATION STATISTICS

As a continuous article each month we would like to provide you with information relative to the active participation within each PRP Region. Active participation in the PRP as defined here means having sent in a part to the program some time during the period 1 July 1974 to the present.

The states are divided into Regions. To determine your Region, locate your state in the list below:

Region 0

Maine
New Hampshire
Vermont
Massachusetts
Connecticut
Rhode Island

Region 1

New York
Pennsylvania
New Jersey
Delaware

Region 2

Washington, D.C.
Maryland
Northern Virginia
West Virginia

Region 2A

Southern Virginia
North Carolina
South Carolina

Region 3

Tennessee
Georgia
Florida
Alabama
Mississippi

Region 4

Kentucky
Ohio
Indiana
Michigan

Region 5

Iowa
Wisconsin
Minnesota
South Dakota
North Dakota
Montana

Region 6

Illinois
Missouri
Kansas
Nebraska

Region 7

Louisiana
Arkansas
Oklahoma
Texas

Region 8

Colorado
Wyoming
Idaho
Utah
Arizona
New Mexic
Nevada

Region 9

Oregon
Washington

Region 9A

California

Three figures are provided for each Region. They are as follows:

- Active Participants — Repair shops that have sent in at least one part since July 1974.
- PRP Members — The number of repair shops enrolled in the PRP. This number includes both active and nonactive members.
- Percent Active — The percent of active participation within the PRP Region.

The PRP Members figure of 879 used in this calculation does not represent all of the repair shops tl are enrolled in the program at the present time. There are an additional 1100 repair shops that have been enrolled in the program but have not been active for several years. These 1100 shops will receive our special attention in the days ahead in order to seek their active participation.

The results of the active participating percentage calculation is as follows:

Region	Active Participants	÷	PRP Members	=	Percent Active
0	17		34		50.0
1	24		59		40.7
2	14		67		20.9
3	16		105		15.2
4	25		96		26.0
5	15		98		15.3
6	18		95		18.9
7	10		97		10.3
8	12		110		10.9
9	42		118		35.6
Total	193		879		22.0

We certainly would like to improve these figures. If we could enlist 247 more of you to actively participate in this program we would reach 50% active. This is not an impossible goal — we need your support □

THE OFFICE OF DEFECTS INVESTIGATION (ODI) NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

As members of the Parts Return Program, you may be interested in the background of the Program and how it supports the mission of the Office of Defects Investigation (ODI) of the National Highway Traffic Safety Administration (NHTSA).

The Parts Return Program was developed by the ODI to assist in uncovering potential safety-related defects in motor vehicles and motor vehicle equipment. We are looking for any defect in the performance, construction, components, or material of a motor vehicle or item of motor vehicle equipment which subjects the public to unreasonable risk of accident, death, or injury. In uncovering potential safety-related defects the PRP contributes to the defect investigation cycle by helping to

- Identify new potential defects, and
- Provide supporting information on ongoing investigations.

The mission of the ODI within NHTSA is "to provide testing, inspection, and investigation necessary to the identification and correction of safety-related defects (other than those not in compliance with promulgated Federal Motor Vehicle Safety Standards) disclosed in foreign and domestic motor vehicles and associated equipment, and the safety-related defect notification requirements of the National Traffic and Motor Vehicle Safety Act of 1966, as amended." In carrying out the above mission the ODI conducts tests, inspections, and investigations necessary to uncover potential or confirm the existence of suspected or of alleged, safety-related defects in motor vehicles and related equipment. When investigations are opened by the ODI the PRP helps to support these investigations by supplying information and parts for testing and inspection □

IN RESPONSE TO INQUIRIES

We are interested in receiving all parts which are considered to have a safety-related defect. This includes similar or identical "repeat parts." These repeat parts may provide important supporting information to cases under investigation or may lead to new areas for investigation.

For example, if you have several engine mounts from the same model vehicle, we want all of them. Likewise, if you read in the PRP News where one of our team members sent in a specific part and you have an identical part, we want yours also □

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have questions which need answers, or would like to pass on comments please call us collect. Place your call to Bruce Beddow or Guy Whiddon at (703) 527-4500. We are on Eastern Daylight Savings Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow □

NATIONAL PARTS RETURN PROGRAM
DESCRIPTION AND FUNCTION

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- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way □

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

PARTS RETURN PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CONTRACT NO. DOT-HS-5-01166

Vol. 1, No. 1 July 1975

CASE OF THE MONTH

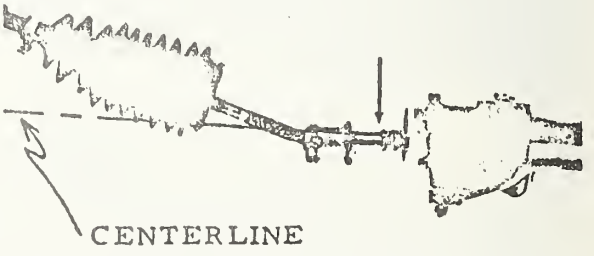
STEERING RACK AND PINION ASSEMBLY 1971-1972 FORD PINTO ALLEGED LOSS OF STEERING CONTROL

Case of the Month articles are intended to call your attention to important investigations currently being conducted by the U.S. Department of Transportation (DOT), National Highway Traffic Safety Administration. As you know, our Parts Return Program team members have made valuable contributions to many of these investigations of alleged safety related defects. We are now counting on our team members to provide failed parts and information which will help in this investigation.

The case featured this month was opened on the basis of consumer reports of steering failure on 1971 and 1972 Ford Pintos. These failures were said to have resulted in steering difficulty or loss of steering control. Information obtained by DOT suggests that the reported steering failures may have been caused by bending of the rack gear, due to impact.

As most of our team members know, the Pinto steering rack and pinion assembly consists basically of a rack gear and a pinion gear. The pinion gear is a part of the input shaft. A flexible shaft connects the input, or pinion, shaft to the upper steering shaft. The ends of the rack gear are connected to the tie rods and sealed with rubber bellows. Rotary motion of the steering wheel is transmitted through the steering shaft to the pinion shaft. The rack and pinion assembly translates this rotary motion through the connecting rods to the front wheel spindles, to control vehicle steering.

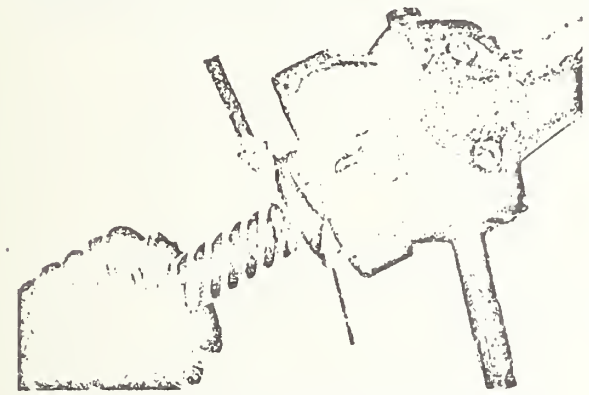
Failed Pinto rack and pinion steering gear assemblies have already been sent in by two Parts Return Program shops. Mr. William Murley of Medley's Auto and Truck Alignment Service Inc. in Louisville, Kentucky, sent in a locked up steering assembly from a 1972 Ford Pinto. The rack gear was bent downward and slightly backward in a manner which caused the gear to jam in the housing. The driver complained to Mr. Murley that his steering system suddenly locked up and caused him to lose control of his vehicle. His car left the roadway before he was able to bring it to a stop in an adjoining field.



Rack and pinion steering assembly from a 1972 Ford Pinto. The rubber boot on the drivers side of the assembly has been pulled back to expose the bent rack gear.

CASE OF THE MONTH (Cont'd)

Mr. Joseph Pettinato of Pettinato's Body Shop Inc. in Sacramento, California, sent in the 1972 Ford Pinto steering assembly with the broken rack gear. Mr. Pettinato reported that this 1972 Ford Pinto ran off the roadway and into a field. He was uncertain as to whether the steering gear broke before or after the vehicle left the roadway.



Broken rack gear on rack and pinion steering assembly from a 1972 Ford Pinto

Reports of bent Pinto rack and pinión steering gear assemblies have also been received fr some of our other team members. Mr. Glen Templeton of T&T Service Center in Detroit, Michigan, reported that he had encountered two Ford Pintas with bent rack gears. He noted that the rack gear was bent downward on both vehicles. In both instances this was purported to have been the result of the vehicle hitting a chuckhole. Other shops which have reported bent Ford Pinto rack gears include Frank's Auto Repair in West Middlesex, Pennsylvania, City Foreign Car Parts and Service in North Hallywood, California, and Mandt Brake Service in Rockford, Illinois.

Failures of this type, on Ford Pinto steering systems, are very important and we would like to obtain the failed parts and learn more about this problem. If the components are too large for a mailbag, please call us collect so that special shipping arrangements can be made □

CASE NO. C4-09

This case involves the investigation of alleged rear wheel lockup, under normal brake operation, on vehicles equipped with front disc brakes. The vehicles are 1967-1972 Plymouth Valiant and Dodge Dart madels. You have probably seen this case listed on the monthly list of current National Highway Traffic Safety Administration defect investigations.

Case No. C4-09 has been selected as our case of the month for the August Newsletter. Anyone having information relative to this case, please send it to U.S. Department of Transportation, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention Mr. Bruce E. Beddow.

Last month one of our PRP shops, Dave Kyle's Garage, Phoenix, Arizona, reported a serious accident, due to rear wheel lockup, which involved a 1974 Dodge Dart □

ADMINISTRATOR'S AWARD

Last year the Administrator of the National Highway Traffic Safety Administratian awarded Certificates of Appreciation to 12 shops for their outstanding PRP participation over a period of one year (submittal of 20 or more safety-related, failed parts). This year there are six shops deserving of this award. These will be highlighted in an upcoming issue of the PRP News.

We are now into a new year — our goal is triple the number of PRP shops that are worthy of the Administrator's Award. We can meet this goal only through your cooperation □

OUTSTANDING SHOPS

In the past, only shops which have contributed a certain number of parts for a specific period of time were highlighted in this article. We want to approach this subject in a different manner by naming in our publication all shops which send in parts on a monthly basis. We anticipate in the near future the implementation of summaries by state and region which will indicate the level of participation in the PRP across the country. Other ideas are still in the planning stages, so if you have a comment, send us a note.

Our outstanding shops for the month of July are:

REGION 0

WAYNE'S CITGO
Shelburne, Vt.

REGION 1

ALEX'S SERVICE CENTER, INC.
Trenton, N.J.

SYSTEM BRAKE SERVICE
Perth Amboy, N.J.

PHILADELPHIA MOTORS
Philadelphia, N.Y.

FERINO BROTHERS EXXON
Festerville, Penna.

D&Z ATLANTIC
Cornwells Heights, Penna.

REGION 2A (VA., N.C., & S.C.)

GROSS'S UNION 76 SERVICECENTER
Salem, Va.

JACK STOLTZ'S GARAGE
Winston-Salem, N.C.

MUSTEN AUTO SERVICE
Winston-Salem, N.C.

REGION 5

FELD GARAGE, INC.
Kenosha, Wis.

JOE'S AUTO SERVICE
Appleton, Wis.

ADE & BOB'S MUFFLER AND BRAKE CENTER
St. Paul, Minn.

YEARIAN'S TIRE INC.
W. Des Moines, Iowa

REGION 6

DICK JORDAN
STANDARD SERVICE STATION
Clayton, Mo.

ADAMS MOTOR SERVICE
St. Charles, Mo.

REGION 7

ADOLPH'S GARAGE
Corpus Christi, Texas

REGION 8

HURLEY SUPER SERVICE STATION
Pueblo, Colo.

REGION 9

B&E AUTOMOTIVE
Tacoma, Wash.

REGION 9A (CALIFORNIA)

TONY'S AUTO REPAIR
San Francisco, Calif.

VANOWEN BRAKE & WHEEL
N. Hollywood, Calif.

MIDWAY AUTO SERVICE
Midway City, Calif.

RON'S AUTOMOTIVE REPAIRS
Fresno, Calif.

J&J MUFFLERS, INC.
Inglewood, Calif.

MAILBAGS TO BE READDRESSED

The transition of PRP operational support to Kappa Systems, Inc. (KSI), requires that the address currently on your mailbags be changed. KSI is in the process of accomplishing this task and your old mailbags are needed. Please expedite the return of the mailbags as requested in your NHTSA letter in order to prevent a slow down in the flow of failed parts □

KAPPA SYSTEMS, INC.

Commencing 1 July 1975 Kappa Systems, Inc., of Arlington, Virginia, assumed responsibility for the operational support of the PRP. Kappa Systems, Inc. (KSI), is a diversified professional services company organized in 1963. KSI's only business is providing high quality consulting and support services to government, industry, national non-profit associations, and private community organizations. Prior to beginning work on the Parts Return Program, KSI personnel have had extensive experience over the past 6 years working with the Office of Defects Investigation and the Office of Standards Enforcement within the National Highway Traffic Safety Administration in the area of program development and operation.

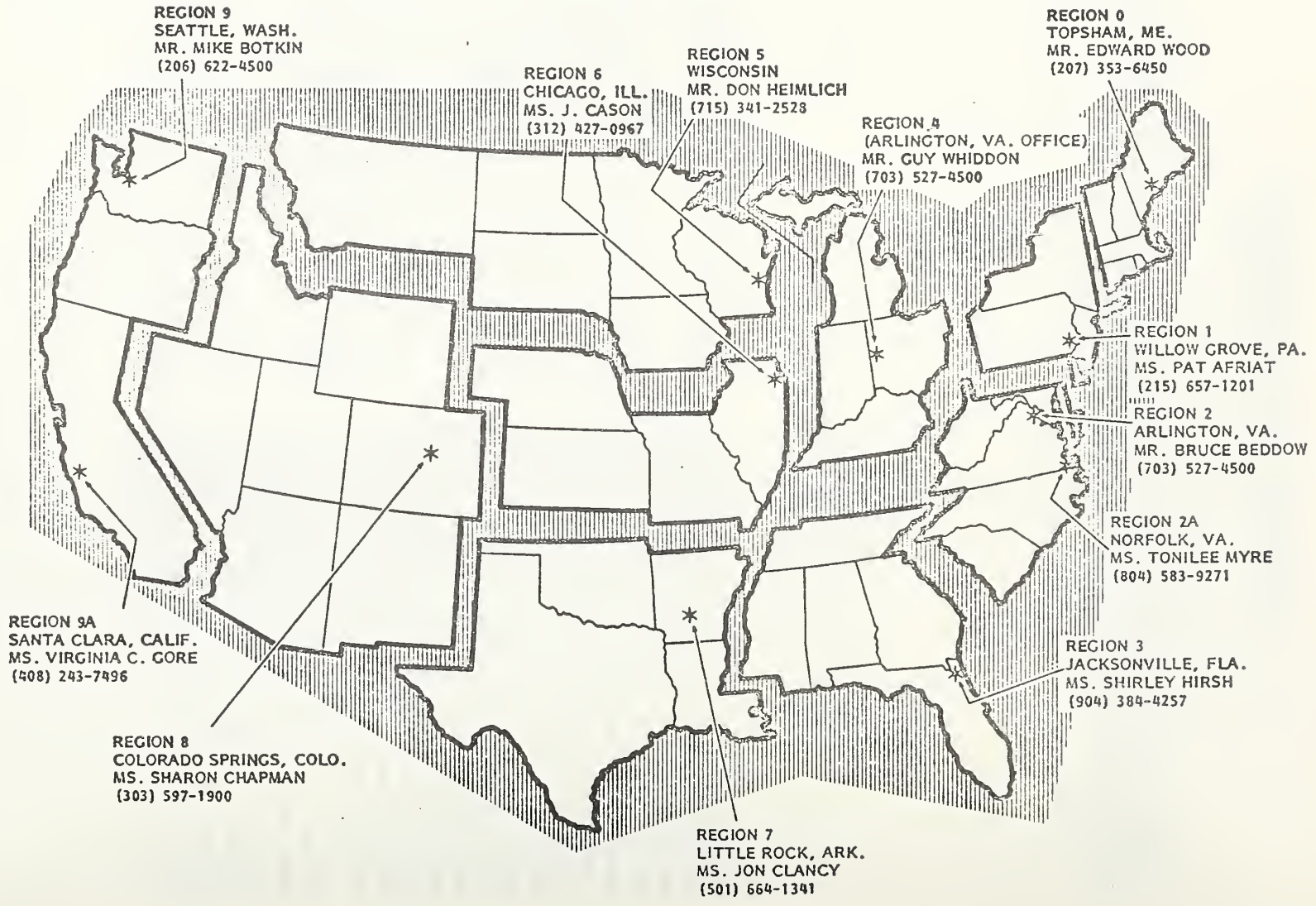
KSI's main office is located at 1501 Wilson Boulevard, Arlington, Virginia, in the Rosslyn area just across the Theodore Roosevelt Bridge from the District of Columbia. Our Arlington office encompasses 24,000 square feet on two adjacent floors, approximately 80% of which is devoted to private offices for members of the professional staff. It is in these offices that the KSI Parts Return Program team members are located.

KSI has Regional Offices in Pennsylvania, Illinois, Colorado, and Washington. Similarly, KSI maintains smaller branch offices in Maine, Florida, Georgia, Arkansas, Wisconsin, and California. In order to utilize this national distribution for PRP support, KSI divided the country into 10 geographic regions. In each region they have appointed a PRP Regional Representative.

The PRP Regions that have been established and their PRP Regional Representatives are identified on the map which follows. The objective of the Regional Representative concept for the PRP operations is to maintain an information feedback loop from you to us and back to you again.

These Regional Representatives will be calling you in the near future. If you have suggestions on how to improve the program, please pass on the information to these individuals □

NATIONAL PARTS RETURN PROGRAM REGIONAL OFFICES



TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have questions which need answers, or would like to pass on comments please call us collect. Place your call to Bruce Beddow or Guy Whiddon at (703) 527-4500. We are on Eastern Daylight Savings Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow □

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- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

Your shop can help. The parts that you send in will give us vital information that cannot be obtained in any other way □

PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209

INITIAL CONTACT
ATTACHMENT 1

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:
U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Date _____

SHOP QUESTIONNAIRE

Shop Name _____

Address _____

City & State _____ Zip Code _____

Phone No. Area Code _____

Owner or Manager _____

Number of Bays or Stalls _____

Brake Repair: Yes _____ No _____

Other systems which are repaired here: Steering _____ Suspension _____

Towing Service: Yes _____ No _____

Other Comments: _____

_____

_____

_____

_____

Region # _____ Signed: _____

ATTACHMENT 2

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 27 1975

IN REPLY REFER TO:
181.S:N41-62 WO

Dear Sir:

With this letter we would like to inform you that this office has recently employed the services of Kappa Systems, Inc., of Arlington, Virginia, to replace General Environments Corporation of Morton Grove, Illinois, as our primary contractor in support of the National Highway Traffic Safety Administration "Parts Return Program" (PRP).

During the next 30 days you will receive three (3) new parts return mailbags with Kappa's address imprinted on them. Please fill one bag with your older mailbags and return to Kappa, keeping two for returning parts. The older bags you send to Kappa will be returned to you shortly with the new address.

Kappa has appointed a local PRP representative for your geographic region. His name, address, and telephone number will be provided to you in the near future. Meanwhile, please contact (collect) Messrs. Bruce Beddow or Guy Whiddon at (703) 527-4500 if you need assistance.

We believe the PRP is a valuable tool in helping us to identify the existence of safety-related manufacturing defects in motor vehicles. The year ending this June 30, 1975, will be a success for the PRP in the number of parts returned. With your continued assistance and active participation, the year ending June 30, 1976, will be an even greater success.

Thank you for your patience in this transition. We are looking forward to your continued support in the program to help us improve motor vehicle safety.

Sincerely,

Andrew G. Detrick

Andrew G. Detrick
Director
Office of Defects Investigation
Motor Vehicle Programs

ATTACHMENT 2

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

JUL 07 1975

IN REPLY REFER TO:
181.S:N41-62 wo

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In support of this transition we ask that you plaee all of your existing PRP mailbags into one of the bags, and then drop it in the mail. In this way the mailbags will be forwarded to Kappa Systems so that they ean ehange the address that is imprinted on the bags. Once this has been aeeomplished they will return the mailbags to you with the new address. Your prompt response to this request will be greatly appreeiated.

Kappa Systems has appointed a local PRP representative for your geographic region. His name, address, and telephone number will be provided to you in the near future. Meanwhile, please contact (eolleet) Messrs. Bruce Beddow or Guy Whiddon at (703) 527-4500 if you need assistanee.

We believe the PRP is a valuable tool in helping us to identify the existence of safety-related manufaeturing defeets in motor vehicles. The year ending this June 30, 1975, will be a sueeess for the PRP in the number of parts returned. We want to solieit your active partieipation in the program by sending in a possible safety-related and defeetive part. We believe that with your aetive support, the year ending June 30, 1976, will be an even greater sueeess.

Thank you for your patienee in this transition. We are looking forward to your aetive partieipation in the program to help us improve motor vehicle safety.

Sincerely,

Andrew G. Detrick

Andrew G. Detrick, Direetor
Office of Defeets Investigation
Motor Vehiele Programs

ATTACHMENT 3

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

JUN 30 1975

IN REPLY REFER TO:
181.S:N41-62 wo

Postmaster
United States Post Office
Morton Grove, Illinois 60053

Dear Sir:

This is to confirm the telephone conversation on June 24, 1975, between the Superintendent of your Post Office and Mr. Gary R. Woodford of my staff.

For the past several years General Environments Corporation of Morton Grove, Illinois, has been under contract with us to conduct our Parts Return Program. As you know, this program involves receipt of failed automotive components through the mail. The components are submitted voluntarily by independent repair shops, and the information gained from them helps us to identify the existence of safety-related, manufacturing defects in motor vehicles and motor vehicle equipment.

However, on June 30, 1975, our contract with General Environments Corporation expires. Effective July 1, 1975, our new contractor for this Program is Kappa Systems, Inc., of Arlington, Virginia. Accordingly, we request that the components and other mail that you receive after June 30, 1975, concerning our Parts Return Program, be forwarded to Kappa Systems, Inc. For your convenience we have listed below the new and old addresses effective July 1, 1975.

New Address	Old Address
Department of Transportation c/o Kappa Systems, Inc. 1501 Wilson Boulevard Arlington, Virginia 22209	Department of Transportation c/o General Environments Corp. 7845 Nagle Avenue Morton Grove, Illinois 60053

In the meantime, during this Program transition period, we would like to assure you that every effort will be made by Kappa Systems and us to notify the participating shops of this change immediately. Kappa Systems has already prepared a process for changing the General Environments Corporation address that is on the canvas mailbags used by shops to return failed components.

Thank you for your cooperation both now and over the past several years. If there are any questions concerning this matter, please contact Mr. Gary R. Woodford of my staff at (202) 426-2840.

Sincerely,

ORIGINAL SIGNED BY
A. G. DETRICK

Andrew G. Detrick
Director
Office of Defects Investigation
Motor Vehicle Programs

cc:
Mr. Herbert C. Wolf
General Environments Corporation

Mr. Bruce Beddow
Kappa Systems, Inc.

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CERTIFICATE OF PARTICIPATION

THIS IS TO CERTIFY THAT

IS ACTIVELY PARTICIPATING TO IMPROVE
MOTOR VEHICLE SAFETY THROUGH COOPERATION IN THE

NATIONAL PARTS RETURN PROGRAM

FOR THE YEARS: 1975–1976

ISSUED BY:

PROGRAM MANAGER

CONTRACT NO. DOT-HS-5-01166

PARTS RETURN PROGRAM

76/04/12 PAGE 0001

OFFICE OF DEFECTS INVESTIGATION
MONTHLY PARTS RECEIVED INDEX
01 TO 31 MARCH 76

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30025	P01251	B	760306	01140	STEERING COLUMN LOCKING,ANTI-THEFT DEVICE 69 I55 VOLKSWAGEN	B3 SQUAREBACK SEDAN	03	C	000000	94101002
					RETAINING BRACKET FOR LOCKING PIN BROKE ON SLIDE ASSY					
30029	P01304	B	760306	01220	POWER STEERING GEAR BOX 72 C43 CHEVROLET DIVISION	C4 NOVA	28	A	033544	94101002
					SUSPECT SEAL FAILURE IN PWR ASST - PUMP FAILED ON RTHAND TURN.					
30021	P01269	B	760306	01222	POWER STEERING SHAFT-SECTOR 73 C42 CADILLAC DIVISION	02 FLEETWOOD	03	B	019939	63105001
					SHAFT BROKE AT END OF SPLINES ACROSS DIAMETER-DISCOLOR INDI HEAT BUILD					
40002	P01333	B	760320	01330	STEERING POWER ASSIST-HOSE,FLUID 65 C21 CHRYSLER DIVISION	01 CHRYSLER 4 D	32	C	079444	30501001
					PRESSURE HOSE LEAKS FLUID AT FITTING-RUBBER METAL CONNECTION					
30026	P01300	B	760306	01330	STEERING POWER ASSIST-HOSE,FLUID 67 C23 PLYMOUTH	01 BARRACUDA	08	C	061976	06120003
					ONE INCH SPLIT LENGTHWISE AT PUMP END OF HOSE AT CONN W/METAL PORTION					
40006	P01385	B	760330	01330	STEERING POWER ASSIST-HOSE,FLUID 76 C33 MERCURY	04 MERCURY	21	C	024000	19802003
					BRASS FITTING SEPARATED FROM POWER STEERING HOSE					
40001	P01332	B	760320	01510	STEERING LINKAGES-ARM,PITMAN 75 C23 PLYMOUTH	04 FURY POLICE SPC	57	C	019168	01605008
					EXCESS WEAR IN BALL STUD SOCKET GREASE BOOT SPLIT					
50001	P01435	B	760331	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					BALL STUD SOCK EXCES WORN-LACK OF LUBE/PIVOT POINT W/BRKT FROZEN					
50001	P01433	B	760331	01530	STEERING LINKAGES-ARM,IDLER AND ATTACHMEN 00 000 UNKNOWN	00 UNKNOWN	53	C	000000	60626008
					STIFF MOVEMENT IN BALL STUD SOCKET					

A-5

ATTACHMENT 5

OFFICE OF DEFECTS INVESTIGATION
MONTHLY PARTS RECEIVED INDEX
01 TO 31 MARCH 76

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50001	P01434	B	760331	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		53	C	000000	60626008
					CC	CCC UNKNOWN	00 UNKNOWN				
						STIFF MOVEMENT IN BALL STUD SOCKET-TAG NOT READABLE					
40003	P01371	B	760330	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		03	C	063492	C2140002
					68	C31 FORD DIVISION	03 FORD				
						IDLER ARM BRACKET BROKEN WHERE IT ATTACHES TO FRAME					
40004	P01373	B	760330	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		03	C	074932	02140002
					68	C31 FORD DIVISION	03 FORD COUNTRY WG FRP				
						IDLER ARM BRACKET IS BROKEN AT AREA WHERE ATTACHED TO FRAME					
40002	P01337	B	760324	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		03	C	025988	53511008
					74	C31 FORD DIVISION	58 FORD TRUCK AND VAN VAN				
						BRACKET BROKE AT 90 DEGREE BEND,IRON PIECE CRACKED IN TWO-SHAFT OK					
40001	P01324	B	760320	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		21	C	058000	06114008
					65	043 CHEVROLET DIVISION	F3 IMPALA				
						ARM SEPARATED FROM BRACKET,EXCESS WEAR, LITE RUST AT JOINT					
40003	P01346	B	760324	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		08	C	094640	66032002
					71	C42 CHEVROLET DIVISION	02 CHEVELLE				
						METAL CRACKED AT LOWER BOLT HOLE ON MTG BRKT SOME WEAR AT IDLER JOINT					
40001	P01325	B	760320	01530		STEERING LINKAGES-ARM,IDLER AND ATTACHMEN		21	C	060000	06114008
					65	043 CHEVROLET DIVISION	03 CHEVROLET				
						EXCESS WEAR AT JOINT NO EVIDENCE OF LUBE-IDLER ARM SEP FROM BRACKET					
50001	P01424	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	000000	60626008
					CC	CCC UNKNOWN	00 UNKNOWN				
						BALL STUD SOCK ONLY BALL IS WORN APPAR SEP FROM TIE-ROD-BODY					
50001	P01422	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	000000	60626008
					00	000 UNKNOWN	00 UNKNOWN				
						EXCESS WEAR IN BALL STUD SOCKET EVIDENCE OF LACK OF LUBE TAG NOT LEGBL					

BIN NUMBER	PRP NUMBER	I C	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAILT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50001	P01418	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	CCCOCO	60626008
					00	CCC UNKNOWN	00 UNKNOWN				
						VERY SLIGHT WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01419	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	C00000	60626008
					00	COC UNKNOWN	00 UNKNOWN				
						SLIGHT WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01420	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	000000	60626008
					CC	COO UNKNOWN	00 UNKNOWN				
						EXCESS WEAR IN BALL STUD SOCKET EVIDENCE OF LACK OF LUBE TAG NOT LEG					
50001	P01421	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	C00000	60626008
					CO	COC UNKNOWN	00 UNKNOWN				
						WEAR IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01423	B	760331	01560		STEERING LINKAGES-TIE ROD,END		57	C	000000	60626008
					00	COO UNKNOWN	00 UNKNOWN				
						EXCESS WEAR IN STUD SOCK TIE-ROD APPAR CUT W/TORCH TAG NOT READABLE					
40001	P01329	D	760320	01560		STEERING LINKAGES-TIE ROD,END		57	C	001823	66032002
					69	023 PLYMOUTH	C4 FURY III				
						SOCKET HAS SOME WEAR DUE TO CRACKED GREASE BOOT-PLUG STILL IN PLACE					
40001	P01329	C	760320	01560		STEERING LINKAGES-TIE ROD,END		08	C	001823	66032002
					69	023 PLYMOUTH	C4 FURY III				
						SOCKET HAS SOME WEAR GREASE BOOT CRACKED-GREASE PLUG STILL IN PLACE					
40001	P01329	B	760320	01560		STEERING LINKAGES-TIE ROD,END		21	C	001823	66032002
					69	023 PLYMOUTH	C4 FURY III				
						BALL STUD SEPARATED FROM SOCKET BOOT CRACKED NO LUBE EVIDENT					
40001	P01329	E	760320	01560		STEERING LINKAGES-TIE ROD,END		08	C	001823	66032002
					69	023 PLYMOUTH	C4 FURY III				
						BALL STUD SOCKET HAS SOME WEAR GREASE BOOT SPLIT-PLUG STILL IN PLACE					

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40008	P01338	B	760324	01580	STEERING LINKAGES-KNUCKL-SPINDL-ARM 66 IIC INTERNATIONAL HARVESTER	11 INTERNATIONAL TRUC LOSTAR1600	C3	C	064000	98134058
					SPINDLE BROKE OFF NEAR BASE BOTH BEARING RACES LEFT WEAR MARKS ON SPIN					
30029	P01308	B	760306	01580	STEERING LINKAGES-KNUCKL-SPINDL-ARM 68 043 CHEVROLET DIVISION	E3 IMPALA	03	C	058674	03102004
					SPINDLE BROKE ACROSS DIAMETER AT BEARING - WHEEL BEARING FROZE					
50001	P01425	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCES WEAR IN BALL STUD SOCK-NO LUBE EVIDENT-GREASE BOOT CRACKED					
50001	P01428	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE WEAR IN BALL STUD SOCKET-EXCESSIVE VERTICAL MOVEMENT					
50001	P01427	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS VERTICAL MOVEMENT IN BALL STUD SOCKET TAG NOT READABLE					
50001	P01426	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					SLIGHT WEAR IN BALL STUD SOCKET-GREASE BOOT CRACKED					
50001	P01432	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	34	C	000000	60626008
					EXCESSIVE VERTICAL MOVEMENT IN BALL STUD SOCKET					
50001	P01429	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESSIVE PLAY IN BALL STUD SOCKET-EXCESS VERTICAL PLAY-NO EVID OF LUB					
50001	P01431	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 000 UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET,VERTICAL PLAY-GREASE RET BOOT CRACKED					

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50001	P01430	B	760331	02132	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOIN 00 COO UNKNOWN	00 UNKNOWN	57	C	000000	60626008
					EXCESS WEAR IN BALL STUD SOCKET,VERTICAL PLAY-GREASE RET BOOT CRACKED					
40003	P01362	B	760329	02140	SUSPN.INDP.FT. CONTROL ARM,UPPER 71 C10 AMERICAN MOTORS	01 AMBASSADOR	08	C	058000	5314C014
					BOTH SIDES OF CONTROL ARM CRACKED AT AREA CONNECTED TO FRAME					
40001	P01326	B	760320	02142	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 70 C23 PLYMOUTH	06 VALIANT	21	C	036000	06114008
					BALL STUD SEP FROM SOCKET ETM PLATE OF JOINT MISS - NO LUBE EVIDENT					
40009	P01417	B	760331	02150	SUSPN.INDP.FT. CONTROL ARM-LOWER 00 COO UNKNOWN	00 UNKNOWN	03	C	000000	60626008
					LWR CONTROL ARM BROKE IN HALF ACROSS WIDTH-NO HEAVY RUST EVIDENT					
40005	P01381	B	760330	02150	SUSPN.INDP.FT. CONTROL ARM-LOWER 74 C21 CHRYSLER DIVISION	02 IMPERIAL	03	C	035435	94117018
					CONTROL ARM BROKEN AT BALL JOINT-RELEASING JOINT					
	P01232	B	760306	02150	SUSPN.INDP.FT. CONTROL ARM-LOWER 69 045 PONTIAC DIVISION	84 LE MANS	03	C	000000	52209033
					PART NOT AVAIL - BALL JOINTS WERE REPLACED IN 6/75 POSS EXCESS STRESS					
	P01361	B	760329	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 71 C10 AMERICAN MOTORS	06 JAVELIN	57	C	000000	5314C014
					EXCESSIVE WEAR ON LOWER BALL JOINT					
40005	P01360	B	760330	02152	SUSPN.INDP.FT. CTRL ARM,LOWER-BALL JOINT 69 C43 CHEVROLET DIVISION	01 CAMARO	03	C	038000	01851013
					THREADED SECTION OF BALL JOINT USED TO SECURE TO LOWER A FRAME BROKE					
40002	P01344	B	760324	02240	SUSPN.I BEAM,SLD,FT: SHOCK ABSORBER 74 C22 DODGE	9A DODGE TRUCK AND VA D-300	32	C	002714	02140002
					SHOCK LEAKS FLUID					

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40010	P01348	B	760324	02450	SUSPN.SGL AXL R-SPRING,COILSATTACHMENTS 71 C31 FORD DIVISION	H3 FORD-GALAXIE 500	02	C	CCCCOO	36104CC1
					COIL SPRING BROKE IN TWO PIECES NEAR CENTER OF COILS					
40010	P01407	B	760331	02450	SUSPN.SGL AXL R-SPRING,COILSATTACHMENTS 74 C32 MERCURY	05 MONTEGO	02	C	C11205	12601050
					COIL SPRING BROKEN AT END LIGHT LAYER OF RUST ON SPRING					
40010	P01407	C	760331	02450	SUSPN.SGL AXL R-SPRING,COILSATTACHMENTS 74 C32 MERCURY	05 MONTEGO	03	C	011205	12601050
					COIL SPRING BROKEN AT END LIGHT LAYER OF RUST ON SPRING					
40010	P01327	B	760320	02450	SUSPN.SGL AXL R-SPRING,COILSATTACHMENTS 75 C41 BUICK	04 LE SABRE	03	C	014692	36104CC1
					REAR COIL SPRING CRACKED AND BROKEN NEAR END					
	P01335	B	760324	02620	WHEELS, SINGLE 76 C42 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	02	B	CC5000	63105CC1
					CRACK AROUND 2/3 CIRC OF WIRE WHEEL CENTER DISC&CRACK AT WELD AT 60MPH					
40001	P01318	B	760320	03221	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 75 C1C AMERICAN MOTORS	0A PACER	04	C	000000	90027113
					5116" HOSE-DETERIORATED AT ONE END					
40002	P01341	B	760324	03221	BRKS.HYDRAULIC-PWR ASSIST-LINES,VACUUM 6S C32 MERCURY	E4 MERCURY-MONTEREY	4S	C	058000	52632025
					SOME DETERIORATION INSIDE HOSE - HOSE SPLIT LENGTHWISE FOR INSPECTION					
40004	P01397	B	760331	03223	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 67 C31 FORD DIVISION	H3 FORD-GALAXIE 500	03	C	067313	63301CC3
					SMALL CONNECTOR BROKEN OFF-LARGER HOSE IS INTACT,BLT HARD WITH AGE					
40007	P01402	B	760331	03230	BRKS.HYDRAULIC-MSTR CYL 71 C1C AMERICAN MOTORS	06 JAVELIN	28	C	C44496	63105001
					PROBABLE INTERNAL MALFUNCTION-RESERVOIR DIRTY-CONTAMINATED-NO VISABLE					

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40006	P01394	B	760331	03230	69	BRKS,HYDRAULIC-MSTR CYL C21 CHRYSLER DIVISION	D1 300	44	C	061930	63105C01
						POSS INTERNAL LEAKAGE BTWN CYL WALL & PISTONS NO VISABLE DEFECTS					
40006	P01392	B	760331	03230	71	BRKS,HYDRAULIC-MSTR CYL C23 PLYMOUTH	C5 ROAD RUNNER	49	C	000000	25611001
						SOME CORROSION IS PRESENT ON CYLINDER WALL OF MASTER CYLINDER					
40006	P01386	B	760330	03230	72	BRKS,HYDRAULIC-MSTR CYL C23 PLYMOUTH	F4 FURY GRAN COUPE	32	C	057641	15802003
						NO VISABLE DEFECTS, POSS INTERNAL BYPASS					
30026	P01307	B	760306	03230	69	BRKS,HYDRAULIC-MSTR CYL C23 PLYMOUTH	04 FURY	28	C	017713	79605020
						INTERNAL LEAK,RUSTED					
40006	P01384	B	760330	03230	72	BRKS,HYDRAULIC-MSTR CYL C44 OLDSMOBILE	02 DELTA 88	32	C	051994	23513C01
						NO VISABLE DEFECT POSS INTERNAL BYPASS					
40001	P01321	B	760320	03241	70	BRKS,HYDRAULIC-LINES,METALLIC IIC INTERNATIONAL HARVESTER	12 SCOUT	49	C	065476	61108013
						STEEL LINES SEVERELY RUSTED					
40001	P01323	B	760320	03241	00	BRKS,HYDRAULIC-LINES,METALLIC COC UNKNOWN	00 UNKNOWN	10	C	000000	61108013
						NO PARTS-SHOP COMMENTS ON DESIGN OF BRAKE TUBING					
40001	P01322	B	760320	03241	63	BRKS,HYDRAULIC-LINES,METALLIC C43 CHEVROLET DIVISION	84 CHEVY II	49	C	060630	61108013
						STEEL LINES SEVERLY RUSTED					
40001	P01328	B	760320	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C22 DODGE	05 DART	08	C	035489	17701024
						HOSE CRACKED 3/8" FROM EACH FITTING - CRACKS ARE AROUND CIRCUMFERENCE					

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40001	P01328	C	760320	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C22 CCDGE	05 DART	C8	C	039489	17701G24
						HOSE CRACKED AROUND CIRCUMFERENCE 3/8" FROM FITTING					
40002	P01336	C	760324	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C23 PLYMOUTH	A6 VALIANT-DUSTER	32	C	037771	14607007
						HOSE SEVERED AT BOTH ENDS POSSIBLY DURING REMOVAL					
40002	P01336	B	760324	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C23 PLYMOUTH	A6 VALIANT-DUSTER	C8	C	037771	14607007
						HOSE CRACKED IN THREE PLACES 1/4"-1/2" FROM BRACKET END FITTING					
40002	P01334	B	760309	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C23 PLYMOUTH	06 VALIANT	C8	C	086377	30501CC1
						RUBBER CRACKED AROUND CIRC. 1/2" FROM METAL JOINT-BOTH ENDS					
40002	P01334	C	760309	03242	73	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C23 PLYMOUTH	06 VALIANT	08	C	086377	30501CC1
						RUBBER SPLIT 360 DEG AROUND CIRC - 3/8" FROM METAL FITTING					
30021	P01309	B	760306	03242	62	BRKS,HYDRAULIC-LINES-HOSE,NON-METALLIC C41 BLICK	04 LE SABRE	44	C	052524	03102C04
						HOSE IS CLD & CRACKED - POSS INTERNAL BLOCKAGE					
30026	P01297	C	760301	03264	70	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM C22 CCDGE	B5 DART-SWINGER	21	C	047347	5314CC17
						HUB SEPARATED FROM DRUM NO EXCESSIVE WEAR ON BEARING RACES					
30027	P01297	B	760301	03264	70	BRKS,HYDR-SHOE AND DRUM SYSTEM-DRUM C22 CCDGE	B5 DART-SWINGER	21	C	047347	5314CC17
						HUB SEPARATED FROM DRUM MARKS AT INNER BRNG LOCATION ON HUB					
40007	P01416	B	760331	03272	00	BRKS HYDRAULIC-DISC-PADS AND SHOES C00 UNKNOWN	00 UNKNOWN	57	C	000000	6C626CC8
						EXCESSIVE WEAR ON RIVITED PADS-TAG NOT READABLE					

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40001	P01330	B	760320	03272	74	BRKS HYDRAULIC-DISC-PADS AND SHOES C32 LINCOLN	A2 MARK IV	21	C	022600	44110013
						LINING SEPARATED FROM PLATE-LINING CRACKED AT ONE RIVET OTHERS OK					
40005	P01379	B	760330	03272	73	BRKS HYDRAULIC-DISC-PADS AND SHOES 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA	57	C	017000	01504029
						PADS WORN TO METAL-CLTBOARD PAD IS SCORED ON ONE END					
40005	P01379	C	760330	03273	73	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 176 TOYOTA MOTR CO LTD	02 TOYOTA COROLLA	50	C	017000	01504029
						ROTOR IS SCORED SEVERELY, POSSIBLY RESULT OF WORN PADS					
40007	P01415	B	760331	05110	72	ENGINE MOUNTS 021 CHRYSLER DIVISION	81 NEW YORKER	03	C	057479	60626000
						RUBBER PORTION SEPARATED FROM METAL					
30024	P01296	B	760301	05110	69	ENGINE MOUNTS C31 FORD DIVISION	C3 FORD-CUSTOM	08	C	041054	29611001
						RUBBER SEPARATED FROM METAL					
40001	P01331	B	760320	05110	70	ENGINE MOUNTS C31 FORD DIVISION	G3 FORD-LTD	21	C	054823	06120003
						RUBBER PORTION OF MOUNT SPLIT AT METAL BASE					
30027	P01305	C	760306	05110	69	ENGINE MOUNTS C31 FORD DIVISION	01 FAIRLANE	08	C	060000	00000000
						RUBBER CRACKED AT BASE WHERE IT MEETS METAL					
30027	P01305	B	760306	05110	69	ENGINE MOUNTS C31 FORD DIVISION	01 FAIRLANE	03	C	060000	00000000
						RUBBER SEPARATED FROM METAL - FAN DAMAGED RADIATOR					
40003	P01347	B	760324	05110	68	ENGINE MOUNTS 031 FORD DIVISION	03 FORD SUB	03	C	068206	12601031
						RUBBER PORTION OF MOUNT SEPARATED NEAR JOINT WITH METAL BASE					

PARTS RETURN PROGRAM

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40001	P01320	B	760320	05110	ENGINE MOUNTS 65 C33 MERCURY	04 MERCURY	21	C	000000	13501005
					RUBBER SEPARATED FROM METAL PORTION OF MOUNT					
40005	P01378	B	760330	05110	ENGINE MOUNTS 70 C42 CADILLAC DIVISION	81 CADILLAC-DE VILLE	03	C	057478	29611001
					RUBBER SEPARATED FROM METAL (RIGHT SIDE)					
40005	P01378	C	760330	05110	ENGINE MOUNTS 70 C42 CADILLAC DIVISION	81 CADILLAC-DE VILLE	03	C	057478	29611001
					RUBBER SEPARATED FROM METAL (LEFT SIDE)					
40003	P01356	B	760329	05110	ENGINE MOUNTS 72 C43 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	03	C	032000	53140014
					METAL SEPARATED FROM RUBBER					
30022	P01273	B	760306	05110	ENGINE MOUNTS 71 C43 CHEVROLET DIVISION	B0 EL CAMINO	03	C	086572	30501001
					TWO-THIRDS SEPARATION OF METAL & RUBBER					
40005	P01377	B	760330	05110	ENGINE MOUNTS 71 C43 CHEVROLET DIVISION	C4 NOVA	03	C	002033	90027012
					RUBBER SEPARATED FROM METAL (RIGHT SIDE)					
40005	P01377	C	760330	05110	ENGINE MOUNTS 71 C43 CHEVROLET DIVISION	C4 NOVA	03	C	002033	90027012
					RUBBER SEPARATED FROM METAL (LEFT SIDE)					
40005	P01375	B	760330	05110	ENGINE MOUNTS 65 C43 CHEVROLET DIVISION	E0 PICK-UP MODELS PU	03	C	078564	90027012
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS					
30024	P01295	B	760301	05110	ENGINE MOUNTS 70 C43 CHEVROLET DIVISION	E3 IMPALA	08	C	065549	29611001
					RUBBER PARTIALLY SEPARATED FROM METAL A2-5E (RECALL 71-0235)					

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40008	P01405	C	760331	05110	ENGINE MOUNTS 71 C43 CHEVROLET DIVISION	02 CHEVELLE	C3	C	CC0CC0	2CC09C03
					RUBBER SEPARATED FROM METAL					
40008	P01405	B	760331	05110	ENGINE MOUNTS 71 C43 CHEVROLET DIVISION	02 CHEVELLE	C3	C	000000	20C09C03
					RUBBER PORTION OF MOTOR MOUNT SEPARATED FROM METAL					
40003	P01351	C	760329	05110	ENGINE MOUNTS 72 C43 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C-30	03	C	C5C000	52404002
					RUBBER SEPARATED FROM METAL - MOTOR MOUNTS BROKE					
40003	P01351	B	760329	05110	ENGINE MOUNTS 72 C43 CHEVROLET DIVISION	9A CHEVROLET TRUCK AN C-30	03	C	050000	52404002
					RUBBER SEPARATED FROM METAL - MOTOR MOUNTS BROKE					
40005	P01376	B	760330	05110	ENGINE MOUNTS 70 C44 OLDSMOBILE	02 DELTA 88	03	C	040673	50027C12
					RUBBER SEPARATED FROM METAL ON MOTOR MOUNTS					
40003	P01364	B	760329	05150	ENGINE-OTHER PARTS 72 C1C AMERICAN MOTORS	00 AMERICAN MOTORS	08	C	C00000	5314C014
					VALVE SEALS ARE CRACKED					
40003	P01358	B	760329	05151	ENGINE - TIMING GEAR & CHAIN CC C1C AMERICAN MOTORS	CC AMERICAN MOTORS RAMBLER	21	C	0E5CC0	5314C014
					TEETH ARE STRIPPED OFF TIMING GEAR					
40003	P01363	B	760329	05151	ENGINE - TIMING GEAR & CHAIN 73 C1C AMERICAN MOTORS	07 MATADOR	51	C	036000	5314C014
					TIMING GEAR CHAIN POSS STRETCHED					
40003	P01359	B	760329	05151	ENGINE - TIMING GEAR & CHAIN 74 C1C AMERICAN MOTORS	07 MATADOR	51	C	C46000	5314C014
					TIMING CHAIN APPEARS NORMAL					

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40007	P01414	C	760331	05151	ENGINE - TIMING GEAR & CHAIN 72 C21 CHRYSLER DIVISION	A1 NEWPORT	57	C	043487	60626008
					TIMING CHAIN HAS EXCESSIVE WEAR					
40007	P01414	B	760331	05151	ENGINE - TIMING GEAR & CHAIN 72 C21 CHRYSLER DIVISION	A1 NEWPORT	57	C	043487	60626008
					PLASTIC COATING ON TEETH WORN AWAY-9 TEETH BROKEN EXCESS WEAR ON OTHER					
40002	P01339	B	760324	05151	ENGINE - TIMING GEAR & CHAIN 65 C31 FORD DIVISION	03 FORD 500	57	C	085000	92632025
					EXCESS WEAR ON PLASTIC COVERING OVER CAM GEAR TEETH					
40001	P01317	B	760320	05151	ENGINE - TIMING GEAR & CHAIN 73 C43 CHEVROLET DIVISION	E0 PICK-UP MODELS	57	C	051000	95670006
					1 GEAR DAMAGED-3 GEARS & 4 TENSIONERS SHOW EXCESS WEAR-2 CHAINS OKAY					
40006	P01396	B	760331	05151	ENGINE - TIMING GEAR & CHAIN 70 C45 PONTIAC DIVISION	C3 CATALINA	57	C	060350	63301003
					PLASTIC COATING OF CAM GEAR WORN AWAY-ALUMINUM TEETH SHOW WEAR					
40004	P01367	C	760329	05210	ENGINE COOLING SYSTEM-RADIATOR 71 151 ADAM OPEL AG	C1 OPEL 1500	10	C	033384	45406009
					RADIATOR SUPPORT MOUNT SEPARATED AT RUBBER JOINT					
40004	P01368	B	760329	05230	ENGINE COOLING SYSTEM-PUMP,WATER 73 031 FORD DIVISION	9A FORD TRUCK AND VAN LN-7000	08	C	052162	45406009
					RUBBER CAP ON WATER PUMP CRACKED ABOVE CLAMP REPL PART NOT AVAILABLE					
30025	P01261	B	760306	05240	ENGINE COOLING SYSTEM-FAN 71 C22 DODGE	02 CHARGER	08	C	000000	63123002
					CRACK EXTENDS FROM UNDER BRACKET TO BLADE SURFACE - FLEX METAL BLADES					
40002	P01342	B	760324	05240	ENGINE COOLING SYSTEM-FAN 72 C22 DODGE	9A DODGE TRUCK AND VA 200	28	C	041000	92632025
					FAN CLUTCH FROZEN - ASSEMBLY INOPERATIVE					

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40004	P01367	B	760329	05240	ENGINE COOLING SYSTEM-FAN 71 151 ADAM OPEL AG	C1 OPEL 1900	C2	C	033364	45406009
					PLASTIC FAN BLADE IS BROKEN					
40006	P01395	B	760331	05260	ENGINE COOLING SYSTEM-THERMOSTAT 69 044 OLDSMOBILE	C2 DELTA 88-ROYALE	03	C	082752	63301003
					BRACKET FOR SPRING BASE SEPARATED FROM MAIN BODY OF THERMOSTAT					
40005	P01383	B	760330	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 69 031 FORD DIVISION	02 FALCON	08	C	000000	94101002
					FILLER NECK WEATHERED AND CRACKED AT 45 DEGREE BEND					
40009	P01403	B	760331	06112	FUEL TANK ASSEMBLY-PIPE,FILLER-NECK 68 162 FIAT S.P.A.	04 FIAT 124 SPYDER	08	C	000000	20009003
					HOSE HAS SERIES OF CRACKS CAUSING FUEL LEAKAGE					
40006	P01400	B	760331	06136	FUEL PUMP 72 043 CHEVROLET DIVISION	C4 NOVA	28	C	016714	63301003
					NO EXTERNAL DEFECTS DIAPHRAM ACTION IS GOOD POSS INTERNAL MALFUNCTN					
40003	P01357	B	760329	06213	CARBURETOR,UNKOWN TYPE-OTHER PART 73 043 CHEVROLET DIVISION	E3 IMPALA	28	C	032000	5314C014
					VACUUM OPERATED CHOKE PULL-OFF-NO VISABLE DEFECTS					
	P01370	B	760330	06223	CARBURETOR,SINGLE-OTHER PART 75 032 LINCOLN	00 LINCOLN 81	21	C	019500	42301006
					NO PART-FUEL PLUG IN CARB FELL OUT CAUSING FUEL TO LEAK ON ENGINE					
40006	P01393	B	760331	06243	CARBURETOR,FOUR-BARREL-OTHER PART 73 031 FORD DIVISION	07 THUNDERBIRD	49	C	048734	00000000
					ALUM CARB SPACER IN EGR PASSAGE BTWN PORTS & EDGE IS CORRODED					
	P01404	B	760331	06327	FUEL INJECTION,ELECTRIC-INJECTOR 71 155 VOLKSWAGEN	83 SQUAREBACK SEDAN	32	C	026832	20009003
					NO PART-REPLACED 2 FUEL INJECTORS-FUEL LEAKAGE FROM FLEX HOSE					

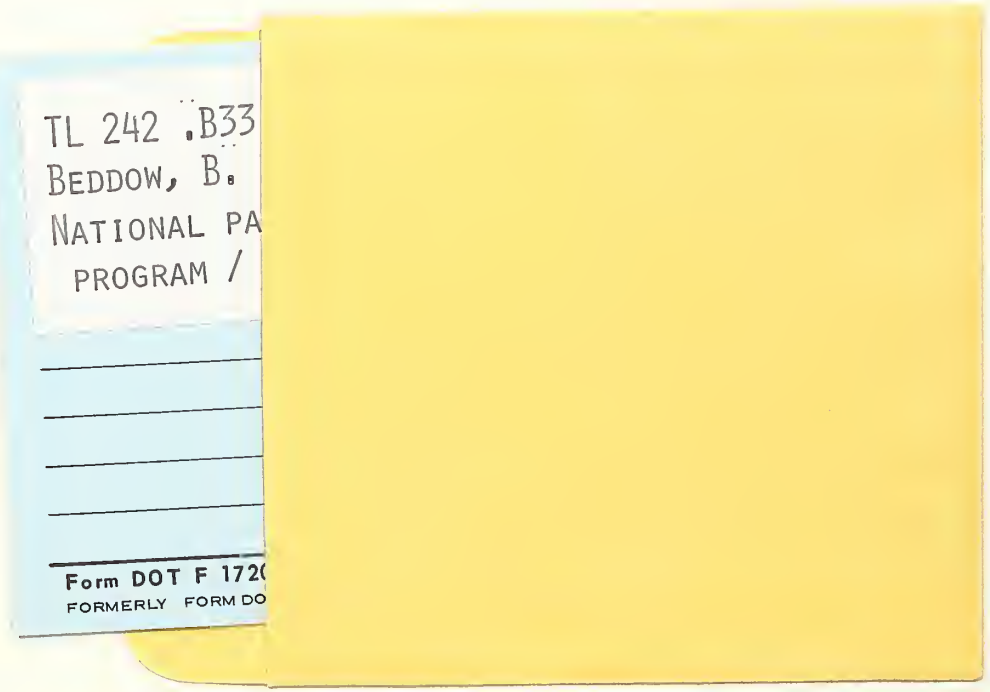
BIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40005	P01380	B	760330	06430	70	THROTTLE LINKAGES,ACCELERATOR,FLEXIBLE C45 PONTIAC DIVISION	P4 LE MANS	06	C	000000	01504025
						ACCELERATOR LINKAGE CABLE BROKEN WHERE ATTACHED TO CARBURATOR					
30025	P01306	B	760306	06620	73	EXHAUST SYSTEM-PIPE,EXHAUST C31 FORD DIVISION	I3 FORD-RANCH WAGON	76	C	037070	54301057
						INNER WALL OF DOUBLE WALLED PIPE COLLAPSED					
40003	P01350	B	760324	06620	72	EXHAUST SYSTEM-PIPE,EXHAUST C42 CADILLAC DIVISION	B1 CADILLAC-DE VILLE	76	C	064000	52404002
						INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED					
40004	P01366	B	760329	06640	71	EXHAUST SYSTEM-TAIL PIPE C43 CHEVROLET DIVISION	E3 IMPALA	76	C	000000	45406005
						INNER LINING OF EXHAUST PIPE COLLAPSED					
40005	P01374	B	760330	07110	69	POWER TRAIN CLUTCH ASSEMBLY-PEDAL I55 VOLKSWAGEN	01 TYPE I	08	C	052450	50027012
						PEDAL IS CRACKED JUST BEFORE SLEEVE THAT ATTACHES TO LINKAGE					
40004	P01365	B	760329	07130	73	POWER TRAIN CLUTCH ASM-LINKAGE,RIGID C44 OLDSMOBILE	05 4-4-2	03	C	026564	45406005
						COLLAR ON THROW-OUT BRNG BROKEN					
40010	P01408	B	760331	07300	74	POWER TRAIN TRANSMISSION,AUTOMATIC C43 CHEVROLET DIVISION	C3 CHEVROLET	57	C	017582	20030021
						SOME CLUTCH & DISC SHOW BURN MKS,BUSHS SHOW WEAR,GEARS OK-ELEC PROBLM					
40005	P01382	B	760310	07450	74	PWR TRN DRIVELINE-DIFFENTIAL UNIT C22 DODGE	SA DODGE TRUCK AND VA 300 VAN	07	C	017521	43614003
						BEARINGS ARE CONTAMINATED-RACES SEVERLY PITTED					
40004	P01365	B	760329	07470	71	POWER TRAIN-OTHER PART C41 BUICK	04 LE SABRE	08	C	071076	45406005
						FLEX-PLATE CRACKED AROUND BOLT HOLES					

OFFICE OF DEFECTS INVESTIGATION
MONTHLY PARTS RECEIVED INDEX
01 TO 31 MARCH 76 SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I C	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30023	P01302	B	760306	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 C31 FORD DIVISION	03 FORD	28	C	026167	44312002
					SUSPECT INTERNAL OPEN - NO VISIBLE DEFECT					
30023	P01303	B	760306	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 C31 FORD DIVISION	08 TORINO	28	C	046281	44312002
					SUSPECT POOR CONNECTION NO VISIBLE DEFECTS					
40006	P01391	B	760331	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 C43 CHEVROLET DIVISION	A2 CHEVELLE-MALIBU	28	C	044680	29611001
					CONNECTIONS ARE TIGHT & CLEAN-NO VISABLE DEFECTS-SHORT IN SWITCH					
40003	P01353	B	760329	09110	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 C43 CHEVROLET DIVISION	E0 PICK-UP MODELS C-10 PU	28	C	000000	52404002
					POSS INTERNAL MALFUNCTION T/S SWITCH - NO VISAPLE DEFECTS					
40002	P01340	B	760324	10311	VISUAL SYS WINDSHIELD WIPER/WASHER SWITCH 65 C22 DODGE	C4 CORONET-440	28	C	069769	92632025
					WIPER/WASHER SWITCH INOP-CONNECTIONS CLEAN & SECURE-INTERNAL PROB					
40008	P01406	B	760331	10315	VISUAL SYSTEMS WINDSHIELD WIPER BLADE 74 151 ADAM OPEL AG	01 OPEL KADET	57	C	006171	12601050
					RUBBER IS TO PERO SEPARATED ALONG PORTION WHICH MTS IN METAL GUIDE					
40008	P01406	C	760331	10315	VISUAL SYSTEMS WINDSHIELD WIPER BLADE 74 151 ADAM OPEL AG	01 OPEL	57	C	006171	12601050
					RUBBER INSERT WORN AT ENDS ONE END OF METAL BLADE IS BENT					
40001	P01319	B	760320	11609	AIR CONDITIONER-COMPRESSOR 72 C32 LINCOLN	A2 MARK IV	57	C	030802	06120003
					CLUTCH PLATE UNIT DISASSEMBLED SOME WEAR ON FRICTION SURFACES-RUSTY					
40004	P01372	B	760330	13110	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 66 C31 FORD DIVISION	03 FORD SCLIPF	03	C	073986	02140002
					FRAME ATTACHED TO IDLER ARM BRCKT MNTG BOLT BROKE AND RELEASED BRACKET					

RIN NUMBER	PRO NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME / MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40003	P01345	B	760324	13110	STRUCTURE-FRAME & MEMBERS(DRIVE SIDE/END)					
				68	C31 FORD DIVISION	03 FORD	03	C	070755	02140002
					FRAME BROKE AT IDLER ARM BRACKET MOUNTING - EVIDENCE OF RUST					
30026	P01299	C	760301	13720	HOOD ASSEMBLY-HINGE & ATTACHMENTS					
				72	C31 FORD DIVISION	G3 FORD-LTD	76	C	026000	53140017
					ONE ARM SLIGHTLY TORN NEAR PIVOT					
30026	P01299	B	760301	13720	HOOD ASSEMBLY-HINGE & ATTACHMENTS					
				72	C31 FORD DIVISION	G3 FORD-LTD	76	C	026000	53140017
					ONE ARM BENT AT PIVOT					

RECORD COUNT = 147 - END OF REPORT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